



O GGVPI 'CI GPFC"
 UVC'Dqctf 'Tgi wæc 'O ggvlpi "
 8<22'r 0b 0'Y gf pguf c{.'Hgdwtc{'32.'4238"
 Uwkwp'Elk{'J cmlE qwpeklEj co dgt u'
 923'Ekle'Egpgvt 'F t kxg"
 Uwkwp'Elk{.'EC''; 67: 7"

O hukqp'Ucvgogp To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Rwdile'Eqo o gpw Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Urgengt'ectf u'et g'tgs wkt gf 'lp'qt f gt 'vq'rt qxl f g' r wdile'eqo o gpw** Urgengt'ectf u'et g'qp'vj g'vcdrg'ev'vj g'gpvt{'lp'vj g'b ggvlpi 'tqqo 'cpf 'tj qwf 'dg'j cpf gf 'vq'vj g'UVC' **Ergt mlqhv'j g'Dqctf 0'Rwdile'eqo o gpw'et g'ho kxg 'vq'5'b lpwgu'qt 'fgu0'**

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

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

Ci gpf c'Vlo gu Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

" **WGO** "

DOCTF IUVCHIRGTUOP

30' ECNN'VQ'QTF GTIRNGFI G'QH'CNNGI KCPEG
 (6:00 – 6:05 p.m.)

Chair Richardson

40' EQPHKO 'S WQTWO TUVCVGO GPV'QHEQP HNEV
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

Chair Richardson"

50' CRRTQXCN'QH'CI GPFC"
 (6:05 – 6:10 p.m.)"

60' QRRQT VWP K['HQT'RWDNKE'EQO O GPV"
 (6:10 – 6:15 p.m.)

UVC'DOCTF'O GOGDTU'							
Norman Richardson (Chair)	Jim Spering (Vice Chair)	Elizabeth Patterson	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis
Elk{'qh'Tlq'Xlæc"	E qwpv{ 'qh'Uqre pq"	Elk{'qh'Dgplek"	Elk{'qh'F lz qp"	Elk{'qh'Hclt Hgaf "	Elk{'qh'Uwkwp" Elk{ "	Elk{'qh'Xeeexlæg"	Elk{'qh'Xenqlq"
UVC'DOCTF'CNVGTPCVGLU'							
David Hampton	Erin Hannigan	Tom Campbell	Steve Bird	Chuck Timm	Lori Wilson	Curtis Hunt	Jesse Malgapo

70' GZGEWKGF KTGEVQT Æ TGRQTV '6' Ri 07"
(6:15 – 6:20 p.m.)

Daryl K. Halls

80' TGRQTV HI QO 'VJ G'O GVTQRQNK/CP 'VT CPURQTV CVIQP "
EQO O KUKQP 'O VE+'
(6:20 – 6:25 p.m.)
"

Jim Spring,
MTC Commissioner

90' UVC'RTGUGP VCVIQP U'
(6:25 – 6:35 p.m.)

" C0 Fk gevqt u' Tgr qt w<'

30 Ræ p p l p i '6' W r f c v g ' q p ' E q o r t g j g p u k g ' V t c p u r q t v c v i q p ' R w d r l e "
K p r w ' G h q t w u "

Robert Macaulay

40 R t q l g e w u ' 6 ' U c v g ' V t c p u r q t v c v i q p ' K o r t q x g o g p v ' R t q i t c o ' * U V I R + '
H w p f l p i ' W r f c v g "

Janet Adams

50 V t c p u k ' I k g u j c t g I O q d k l s { ' O c p c i g o g p v "

Judy Leaks

: 0' EQPUGP V'ECNGPF CT"

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:35 – 6:40 p.m.)

" C0' O l p w g u ' q h ' v j g ' U V C ' D q c t f ' O g g v l p i ' q h l c p w c t { ' 3 5 . ' 4 2 3 8

Johanna Masiplat

Recommendation:

Approve STA Board Meeting Minutes of January 13, 2016."

Ri 013

" D0' F t c h r ' O l p w g u ' q h ' v j g ' V C E ' O g g v l p i ' q h l c p w c t { ' 4 9 . ' 4 2 3 8

Johanna Masiplat

Recommendation:

Approve TAC Draft Meeting Minutes of January 27, 2016."

Ri 021"

" E0' T g p g y c n d h ' O g o d g t u j k r ' y l w j ' U q r p q ' G e q p q o k e ' F g x g n r o g p v ' E q t r q t c v i q p "
* G F E + ' h q t ' 4 2 3 8 "

Daryl Halls

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member "Chairman's Circle" level of \$7,500 for Calendar Year 2016.

Ri 027"

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" F0' R c t c v t c p u k ' E q q t f l p c v l p i ' E q w p e k i * R E E + ' O g o d g t u j k r ' U c w w u ' c p f "
C r r q l p w o g p v "

Liz Niedziela

Recommendation:

Appoint Rachel Ford to the PCC for a three (3) year term as a Social Service Provider.

Ri 031"

- " **G0' Uqmpq'Ego r t gj gpukg'Vt cpur qt w v l q p'Ræp *EVR+/'Vt cpuls'Gigo gpv'** Robert Macaulay
Wrf cvg<'T guqwt egu'
Recommendation:
 Approve the CTP-Transit Element Resources Chapter as shown in Attachment A.
Ri 035"
- " **H0' K: 2IK8: 2IUT'34'Kpvt ej cpi g'Rt qlgev'Eqpwt w v l q p'Rcenci g'4"** Janet Adams
Recommendation:
 Authorize the Executive Director to finalize and execute the attached agreement (Attachment A) between STA and Albert D. Seeno Construction Company for relocation of the City of Benicia and Fairfield Suisun Sewer District (FSSD) sewer line facilities for an amount not-to-exceed \$2,700,000.
Ri 047"
- " **I 0' Igr uqp'Rctny c{ 'Kpvt hwpf 'Nqcp"** Janet Adams
Recommendation:
 Approve an interfund loan from the STA's Project Contingency Reserve Fund of \$600,000 to the Jepson Parkway Project to cover costs for right of way activities in both Fairfield and Vacaville segments.
Ri 055"
- " **J 0' O k l i c v l q p'Ræp v l p i 'çpf 'K t k i c v l q p'E q p v t c e v'E q o r i g v l q p'hqt 'K: 2'J l i j "** Janet Adams
Qeewr cpe{ 'Xg j l e n g' *J Q X+ 'Gc u d q w p f 'Vt w e n i U e e i g u' ç p f 'P q t v j "
E q p p g e v t 'R t q l g e v i'
Recommendation:
 1. Accept the Mitigation Planting and Irrigation contract for the I-80 HOV Lane Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and North Connector Project as complete; and
 2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.
Ri 059"
- " **K0' U c v g' T q w g' 59' H p c p e l c n Q r r q t w p l k g u' C p c r f u l u' H w p f l p i 'C i t g g o g p v'** Robert Guerrero
y l j 'P e r c 'E q w p v f 'V t c p u r q t w v l q p' R æ p p l p i 'C i g p e f . 'U q p q o c 'E q w p v f "
V t c p u r q t w v l q p' C i g p e f 'ç p f 'V t c p u r q t w v l q p' C w j q t l k f 'q h i O c t l p "
Recommendation:
 Authorize the STA Executive Director to enter into a funding agreement with Napa County Transportation Planning Agency (NCTPA) (\$15,000), Transportation Authority of Marin (TAM) (\$20,000), Sonoma County Transportation Authority (SCTA) (\$20,000), and STA (\$30,000) for a total budget of \$75,000 to conduct a SR 37 Financial Opportunities Analysis.
Ri 063"

" L0' Ngy 'Ectdqp'Vt cpuk'Qr gt cvkpu'Rt qi t co '*NEVQR+'Hkuecn[gct '*HJ +' 4237/38'Hwpl lpi "

Philip Kamhi

Recommendation:"

Approve the following:

1. Á Monitor changes to MTC’s Cap and Trade framework;
2. Á Upon MTC framework adoption, return to discuss development of a plan for future distributions of LCTOP funding;
3. Á Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding by population share, as follows:
 - Á City of Dixon: \$19,689
 - Á City of Fairfield: \$144,227
 - Á City of Rio Vista: \$8,291
 - Á SolTrans: \$152,217
 - Á City of Vacaville: \$98,482
4. Á The Cities of Dixon, Vacaville and Rio Vista, agreed to swap their LCTOP funding with SolTrans for TDA funds. The reconciliation will occur through the TDA matrix process for FY 2016-17; and
5. Á Jurisdictions will return with information to STA on how they will utilize the LCTOP funding for FY 2015-16.

Ri 067

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; 0' CEVKQP'HKPCPEKN'KVGOU'

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" C0' UVCa'Hkuecn[gct '*HJ +'4237/38'Rt qr qugf 'O lf /[gct 'Dwf i gv'Tgxkukqp'"

Daryl Halls
Susan Furtado

Recommendation:"

Approve the following:

1. Á Adopt the STA’s FY 2015-16 Proposed Mid-Year Budget Revision as shown in Attachment A;
2. Á Approve a modification to the STA’s Staff Organizational Chart establishing the part time Senior Customer Service Representative (CSR) position classifications; and
3. Á Authorize the Executive Director to fund two part time Senior Customer Service (CSR)s to replace funding a full time Transit Program Coordinator at an annual budget savings of \$27,000 in FY 2016-17.

(6:40 – 6:50 p.m.)

Ri 095

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" D0' Uqmpq'Kvgtelk'VczkUetkr'Rt qi t co 'Rt qr qugf 'Hctg'Kpetgcug'"

Philip Kamhi

Recommendation:

Approve the following modifications to the Solano Intercity Taxi Scrip Program, effective on July 1, 2016:

1. Á Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - ~ Á \$40 for \$100 worth of scrip for non-low income patrons
 - ~ Á \$20 for \$100 worth of scrip for low income patrons

2. Set the low-income discount fare for certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

(6:50 – 7:00 p.m.)

Ri 079

" E0' **K: 2IK8: 2Uvcvg'Tqwg'*UT +34'Kpvt ej cpi g'Rt qlgevδ'Uvcvg'**
Vtcur qt vclqp'K r tqxgo gpv'Rt qi tco '*UVKR+Uwr rigo gpvcnP ggf u'
Recommendation:

Approve \$2.332 M in future Solano County STIP for the I-80/I-680/SR 12 Interchange – to cover Caltrans additional cost for Initial Construction Package Support Costs.

(7:00 – 7:10 p.m.)

Ri 089

Doanh Nguyen,
Caltrans
Janet Adams

" F0' **Uqrcpq'Eqwpv' 'Hwwt g'Dt kf i g'VqnlRt lqt klgu'**
Recommendation:

Approve the update list of STA's future bridge toll priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration and add to STA's 2016 State Legislative Priorities.

(7:10 – 7:20 p.m.)

Ri 0; 7

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Janet Adams

" G0' **Tgi kpcnVtcur qt vclqp'K r cev'Hgg'*TVKH<Y qt nlp i 'I tqwr '3/'Lgruqp'**
Rctny c{ "

Recommendation:

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 an estimated amount of \$800,000 to cover right of way activities for the project.

(7:20 – 7:25 p.m.)

Ri 0101

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Robert Guerrero

320' CEVKQP'PQP/HKPCPEKCN'KGO U'

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" C0' **Ngi krcvkg'Wrf cvg'**
Recommendation:

Approve support of Assemblyman Jim Frazier's comprehensive transportation funding proposal, Assembly Bill (AB) 1591.

(7:25 – 7:30 p.m.)

Ri 0105

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Jayne Bauer

" D0' **Uqrcpq'Ego rtgj gpukg'Vtcur qt vclqp'Rrcp '*EVR+/'Vtcur'Grgo gpv'**
Wrf cvg<I qcni cr 'Cpcn'uku'

Recommendation:

Approve the Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Goal Gap Analysis as shown in Attachment A.

(7:30 – 7:35 p.m.)

Ri 0141

Robert Macaulay

330' **PHQTO CVKQP CN'K'GO U'6'F KUE WUKQP "**

"

" **C0' Fkuewukqp'qh'Rt kqt klg'u'ht 'Qpg'Dc{ 'Ctgc'I t cpv'*QDCI +E{ erg'4'**
Hwpf lpi 'Rt qlgew'c'pf 'Rt qi t co u'
(7:35 – 7:40 p.m.)
Ri 0'377

Robert Macaulay

"

" **PQ'F KUE WUKQP "**

"

" **D0' Uqrcpq'Dkng'O cr 'c'pf 'Y c{ hpf lpi 'Uk pci g'**
Ri 0187

Drew Hart

"

" **E0' Uwo o ct{ 'qh'Hwpf lpi 'Qr r qt wplkgu'**
Ri 03; 3

Drew Hart

"

" **F0' UVC'Dqctf 'c'pf 'Cf xkqt{ 'Eqo o kvgg'O ggvkpi 'Uej gf wrg'ht 'Ecrgpf ct "**
[gct '4238"
Ri 0195"

Johanna Masclat

"

340' **DQCTF 'O GO DGTUEQO O GP VU"**

"

350' **CFLQWTPO GPV"**

The next regularly scheduled meeting of the STA Board is at **8-22'rd 0'Y gf pguf c{.'O ctej '!.4238,**
Suisun Council Chambers.



O GO QTCPF WO "

DATE: February 2, 2016
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –February 2016

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

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UVC'Rwdikl'Kor w'Rt qegul'ht 'vj g'E qwpv' y kf g'Vt cpur qt vclqp'Rrc p'E qpvkpwgu'y kj' Vgr j qpg'Vgy p'J cml' "

The STA initiated the public input process for the update of the Solano Countywide Transportation Plan (CTP) with a public opinion poll of Solano County residents and 23 public presentations to various community groups throughout all seven cities. This initial effort results in 159 public comments being received. In October 2015, the STA Board authorized staff to expand its public input efforts for the CTP with a particular focus on four areas identified as priorities based on the polling results and public input received. These priorities were maintenance of local streets and roads, road safety, mobility for seniors and people with disabilities, and accountability. As part of this expanded public input effort, STA has distributed an informational mailer to 56,000 homes inviting residents from all seven cities and the unincorporated County to join two telephone town hall events scheduled for Monday, February 8th (South County) and Tuesday, February 9th (North County). This has been supplemented with an updated webpage and an on-line survey. Based on the feedback received thus far, the number of residents participating in this expanded effort on the first week have already exceeded the number of the public comments received in all of 2015. Staff will provide an update at the Board meeting.

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Ncenlhl'Ucvg'Hwpf lpi 'ht 'Vt cpur qt vclqp'Khl cut vewt g'K r ceu'UVK'c'pf 'Nqecr' Ut gvu' "

With the State of California facing a growing transportation funding shortfall, both Assembly Transportation Committee Chair Jim Frazier and Governor Jerry Brown have introduced transportation funding proposals for discussion as part of the 2016 Legislative session. Senate Housing and Transportation Committee Chair Jim Beall is expected to release his transportation proposal sometime this month. Due to a combination of lower gas prices and last year's action by the Board of Equalization to lower the Fuel Excise Tax from 18 cents to 12 cents, funding for local streets and roads, the State Transportation Improvement Program (STIP) and the State Highway Operations and Protection Program (SHOPP), were reduced in Fiscal Year 2015-16. For the local streets and roads, this resulted in a 25% reduction in state funding for local streets and loss of \$5 million for Solano County's local jurisdictions. Staff is recommending that the STA Board consider supporting Assembly Member Frazier's transportation funding proposal contained in AB 1591.

"

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Hctg'Cf l wuo gpv' hqt 'Uqmpq' k'pvt elsf 'Vczk' Uetlr 'Rt qi t co '," "

STA staff is recommending the Board approve modifications to the fares for the popular and over-subscribed Solano Intercity Taxi Scrip Program that services ambulatory riders from all seven cities and the unincorporated county. This proposed fare increase has been reviewed and recommended for approval by the SolanoExpress Transit Consortium and the STA TAC. The proposal was also presented to three advisory committees for review and comment, including the Consolidated Transportation Services Agency (CTSA) advisory board, the Senior and People with Disabilities Transportation Advisory Committee and the Paratransit Coordinating Council (PCC). One modification made to the proposal, based on public input, was to reduce the amount of the fare for low income participants. This fair adjustment will both increase the fare box recovery ratio for the program and will increase the annual supply of taxi scrip available per year from the current total of 4,800 by approximately 1,200 (a 25% increase). ""

"

Tgi kqpcn' Ecr 't' pf 'Vtcf g' Rt lqt k' lsgu' hqt 'Vt cpuls'," "

The Metropolitan Transportation Commission (MTC) has recently been developing a regional strategy for the future allocation of Cap and Trade funds for transit. In January, the STA Board adopted three Solano County priorities for future Regional Cap and Trade funds. 1. SolanoExpress Bus Replacement, 2. Fairfield-Vacaville Train Station, and 3. STA's Management Lanes Implementation Plan (MLIP) Projects that support the SolanoExpress Bus System. At their meeting on January 26, several member of the SolanoExpress Transit Consortium requested that the FY 2015-16 allocation of Low Carbon Transit Operations Program (LCTOP) funds to be programmed by STA be allocated directly to the transit operators in support of greenhouse gas reductions efforts, specifically in support of converting local transit fleets to alternative fuels. MTC is still considering the structure and available funding for years of the LCTOP program and STA staff will bring this item back to both the Consortium and the STA Board for future discussion and consideration of the three Cap and Trade priorities adopted by the STA Board.

"

UVCa' Hwwt g' Dt l f i g' Vqni' Rt lqt k' lsgu'," "

Regional discussions regarding current and future bridge toll revenues have already begun at the Metropolitan Transportation Commission and among the Bay Area Partnership Board members. Staff has prepared an update to the current project priorities for consideration for both current and future bridge toll revenues. Theses priorities are intended to guide STA's effort to ensure that Solano continues to receive its share of current and future regional bridge toll funds. A similar effort was coordinated by the STA as part of the successful 2004 lobbying effort to obtain both regional bridge toll funds (Regional Measure 2) for capital projects and for transit operations that has a nexus to the two state owned bridges located within Solano County. A number of Solano County's priority transportation projects and transit services benefitted from this effort. The list of priorities was reviewed and unanimously recommended for approval by the STA TAC at their meeting on January 27th. The Consortium opted to table taking an action on the item.

Of the Budgetary Changes:

STA's Susan Furtado and staff have updated the FY 2015-16 budget based on updated revenue and expenditures and in response to actions taken by the STA during the first two quarters of the fiscal year. There is an overall budget increase of \$4.6 million, increasing the budget total to \$24.8 million. The revised budget includes a recommendation to establish the classification of part-time Senior Customer Service Representative, and replace a full time Transit Program Coordinator position with the two part-time positions at an annual cost saving of \$27,000.

Attachment:

A. STA Acronyms List of Transportation Terms (Updated January 2016)

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

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



UQNC P Q'V T C P U R Q T V C V I Q P 'C W J Q T W [" "
Dqct f 'O lpwgu'ht 'O ggvlpi 'qh'
Lcpwct { '35.'4238"

30' ECNN'VQ'QTFGT"

Chair Patterson called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

" O GO DGTU'

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

**O GO DGTU'
CDUGP V<'**

None.

UVCHH'

RTGUGP V<	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masielat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Liz Niedziela	Transit Program Manager
	Philip Kamhi	Transit Program Manager
	Judy Leaks	Transit and Rideshare Program Manager
	Sarah Fitzgerald	SR2S Program Administrator
	Robert Guerrero	Senior Project Manager
	Anthony Adams	Assistant Project Manager
	Drew Hart	Associate Planner
	Ryan Dodge	Associate Planner

CNUQ'RTGUGP V<' "lp'cr j cdgveclhqt f gt 'd { 'lcw'pco go"

Michael Abegg	Solano County Transit (SolTrans)
Nathaniel Atherstone	Fairfield and Suisun Transit (FAST)
Mona Babauta	Solano County Transit (SolTrans)
Kevin Green	Daily Republic
George Gwynn	Resident, City of Suisun City
Jim McElroy	STA Project Manager
Tim McSorley	City of Suisun City
Mary Pryor	NWC Partners
Matt Robinson	Shaw/Yoder/Antwih, Inc.
Matt Tuggle	County of Solano

40' EQPHKTO 'S WQTWO IUVCVGO GPV'QHEQP HNE V''

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

"

50' CRRTQXCN'QH CI GP F C''

" On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved the agenda.

60' QRRQTVVP KW['HQT 'RWDNE 'EQO O GP V''

George Gwynn, Suisun City Resident, commented on various government funding issues.

70' GZGEWKG'F KT GEVQT U'TGRQTV''

Daryl Halls provided an update on the following items:

- Á Updated Solano Travel Safety Plan Provides Roadmap for Improved Local Road Safety
- Á Lack of State Funding for Transportation Infrastructure Overshadows STA’s 2016 Legislative Priorities
- Á CTC Delays Allocation Vote for Jepson Parkway and Other Statewide Transportation Projects
- Á Regional Cap and Trade Priorities for Transit
- Á Update of SolanoExpress Intercity Bus Replacement Plan
- Á Solano College Transportation Fee Proposal
- Á Approval of STAF Funding for FY 2015-16
- Á Selection of STA Chair and Vice-Chair for 2016

80' TGRQTV'HTQO 'VJ G'O GVTQRQNKVCP 'VTC PURQTV CVKQP 'EQO O KUKQP '*O VE+'''

None presented.

"

90' UVC'RTGUGPVCVKQP ''

- C0 Uvcvg'Ngi lue vkg'Wrf cvg''**
Rt gugpvgf 'd{ 'O cw'Tqdkpuqp. 'Uj cy ll qf gt ICpvy kj . 'Kpe0'
- D0 UVC'4237'[gct/Gpf 'J li j rli j wu''**
Rt gugpvgf 'd{ '4237'Ej ckt 'Rc wgtuqp''
- E0 Wrf cvg'qp'Vt cpuk'Eqt t kf qt 'Uwf { 'Rj cug'KK'**
Rt gugpvgf 'd{ 'Lko 'O eGt q{ IRj kkr 'Mco j k'
- F0 Fk gevqt u'Tgr qt wu<'**
30 Rrepplpi ''
40 Rt qlgev'Ugr uqp'Rct ny c{ 'Rt qlgev'Wrf cvg+'''
50 Vt cpuk'If guj ct g10 qdks{ 'O cpci go gpv''

"

:0' EQPUGPVECNPFCT''

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

" **C0' O lpwgu'qhlvj g'UVC'Dqctf 'O ggvlpi 'qhlF gego dgt ',.'4237**
Recommendation:
Approve STA Board Meeting Minutes of December 9, 2015."
"

" **D0' Ft chl'O lpwgu'qhlvj g'VCE'O ggvlpi 'qhlF gego dgt '38.'4237**
Recommendation:
Approve Draft TAC Meeting Minutes of December 16, 2015."
"

- " E0' 4237'Uqrepq'Eqpi gukqp'O cpci go gpv'Rt qi t co "
Recommendation:
 Adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.
- " F0' Kpvgtelk{ 'VczkUetkr 'Rt qi t co 'Hl '4237/38'Hkt uv'S wct vgt 'Tgr qt v'
Recommendation:"
 Receive and file.
 "
- " G0' UqrepqGzrt gu'Hkæcri[gct '*Hl +4237/38'Hkt uv'S wct vgt 'Tgr qt v'
Recommendation:"
 Receive and file. "
 "
- " H0' Hkæcri[gct '*Hl +4237/38'Uvcvg'Vt cpuk/Cukwcpvg'Hwpf u'*UVCH"
Recommendation:"
 Approve the FY 2015-16 STAF priorities as specified in Attachment C.
 "
- " I 0' Hgf gt crlVt cpuk/Cf o lplmt cvkqp'*HVC+P qp/Wt dcpk gf 'Ct gc'Rt qi t co '*HVC'Ugevkqp"
 7533+'Tgeqo o gpf cvkqp"
Recommendation:"
 Approve the following:
 1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and
 2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.
 "
- " J 0' Uqrepq'Rgf gum lcp'Cf xluqt { 'Eqo o kvgg'*RCE+'O go dgt 'Crr qlpwo gpv'
Recommendation:
 Approve the following:
 1. Appoint Sandra Newell representing the City of Dixon to the PAC for a 3-year term to expire December 31, 2018;
 2. Authorize the STA Chair to forward a letter to Bil Paul thanking him for many years of service on the STA PAC; and
 3. Reappoint Pete Turner (City of Benicia) to the PAC for an additional three-year term to expire December 31, 2018.
 "
- " K0' Eqpvtcev'Co gpf o gpv/'Lgr uqp'Rct ny c { 'Rt qlgev'Tli j v'qh'Y c { 'Ugt xlegu'δ'Cuqekcvgf "
 Tli j v'qh'Y c { 'Ugt xlegu'
Recommendation:"
 Approve a contract amendment for an amount not-to-exceed \$20,000 for the ARWS contract to complete the acquisition and relocation activities for the Jepson Parkway Projects Phases I and II over the following 6 to 12 months.
 "
- " L0' Crr t qxnqhlk: 2'Gzrt gu'Ncpgu'Rt qlgevδ'O kli cvgf 'P gi cvkvg'F gænt cvkqp"
Recommendation:"
 Approve the Mitigated Negative Declaration (MND) for the I-80 Express Lanes project and file a Notice of Determination (NOD).
 "
- " M0' Eqpuqrlf cvgf 'Vt cpur qt cvkqp'Ugt xlegu'Ci gpe { '*EVUC+'Cf xluqt { 'Eqo o kvgg'
 Tgr t gupvcvkqp'hqt 'Xgvgt cp'Inqy /Kpeqo g'Crr qlpwo gpv'
Recommendation:
 Approve Ruth Matz as the representative of Veterans/Low-Income residents to the CTSA Advisory Committee as shown in Attachment A.
 "

" N0' **Eqpuqnf cvgf 'Vt cpur qt v vkqp'Ugt xlegu'Ci gpe{ '*EVUC+'Y qt niRncp'**

Recommendation:

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

"

; 0' **CEVIQP '6'HRP CPEKCN'K/GO U'**

"

" C0' **Tgxkgf 'Uqrcpq'Ego o wplw{ 'Eqngi g'*UEE+'Vt cpur qt v vkqp'Hgg'Rt qr qucn'**

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

" Public/Board Comments:

Rischa Slade, Director of Student Life at Solano Community College, addressed the STA Board and cited that the goal of the \$10 transportation fee is to extend the transit service hours in order to encourage and help under privileged students of all ages to afford the cost of getting to school safely and on time.

" Recommendation:"

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

" " By consensus, the STA Board approved the recommendation. (8 Ayes)

" D0' **UqrcpqGzrt gu'kpvgtelw{ 'Dwu'Tgr rcego gpvEcr kcnRncp'**

Mary Pryor, NWC, presented the SolanoExpress Intercity Bus Replacement Capital Plan. She noted that STA staff has also been working with the transit operators through the SolanoExpress Intercity Transit Consortium to update the bus replacement funding plan for 35 buses that are used by FAST and SolTrans to provide SolanoExpress Bus Service. She noted that the STA Executive Committee has forwarded a recommendation to the STA Board to direct staff to develop a policy pursuant to this SolanoExpress Intercity Bus Replacement Plan limiting the purchase of replacement of buses to alternative fuels vehicles. She noted this proposed policy would affect the future purchase of SolanoExpress buses by FAST which is proposing to purchase renewable diesel buses. SolTrans is proposing to purchase Compressed Natural Gas (CNG).

" Public/Board Comments:

Nathaniel Atherstone explained the process of renewable diesel and compression natural gases and how they compare in reducing green gas omissions. He commented that a renewable diesel bus can reduce green gas omission more than a compressed natural gas (CNG) bus does.

"

- " " Board Member Spring recommended that STA staff develop an alternative fuel policy for SolanoExpress bus purchases and reference that FAST could purchase renewable buses for their local fleets. He noted Vacaville was already using CNG buses and SolTrans was converting to CNG as well.

Board Member Batchelor and Chair Patterson commented that they concurred with Board Member Spring’s recommendation.

Board Member Price commented that renewable gas buses are worth pursuing.

- " " Recommendation:
Approve the following:
 1. Authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B; and
 2. Develop a STA policy regarding the purchase of alternative fuel vehicles as part of the SolanoExpress Intercity Bus Replacement Capital Plan.
- " " On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board approved the recommendation. (7 Ayes, 1 Nay – with City of Fairfield voting no.)

- " **E0' Tgi kqpcnEcr 'bpf 'Vt cf g'Hwpf lpi 'Rt lqt lkk cvkqp"**
Philip Kamhi presented MTC’s regional strategy framework for the future allocation of Cap and Trade funds for transit. He noted that the focus of the regional strategy is on the region’s large transit operators (Muni, BART, AC Transit, etc) which carry the vast majority of the region’s transit riders and have significant capital replacement needs. At the same time, the region’s smaller transit operators (SolTrans, FAST, Marin Transit, CCCTA, City Coach, Napa Vine, WestCat, etc) also have transit capital replacement and operating needs. Staff has reviewed the proposed options outlined by MTC and is recommending supporting option 2 for the Low Carbon Transit Operators Program (LCTOP) which would provide significantly higher amounts of LCTOP funds to Solano County and its transit operators over the next 25 years. Staff has also identified three Solano County priorities for future Regional Cap and Trade funds – 1. Solano Express Bus Replacement, 2. Fairfield-Vacaville Train Station, and 3. STA’s Management Lanes Implement Plan (MLIP) Projects that support the Solano Express Bus System.

- " " Public/Board Comments:
Mona Babauta explained that SolTrans would like to work with STA to outline the priorities for the County as it relates to the Low Carbon transit operation program funding. She expressed her appreciation to STA staff on their willingness to include Soltrans’ requested amendment.

Based on SolTrans’ input, staff noted that the recommendation has been modified to read as shown *dqif 'kvrheu*.

- " " Recommendation:
Approve the following:
 1. Authorize STA’s Executive Director *wq'y qt nly kj 'lj g'UqrcpqGzrt gu'lKpvt elw'* *Vtcpuw'Eqpuqt vkw* to forward a comment letter to MTC on the Cap and Trade framework that includes the following specified as part of Attachment B; and
 2. Adopt the Cap and Trade Project Priorities identified in Attachment C.

" " On a motion by Board Member Spering, and a second by Board Member Sanchez, the STA Board approved the recommendation as amended shown above in *dqif 'kcrheu*. (8 Ayes)

320' CEVIQP '6'PQP 'HRP CPEKN'KGO U'

"

" **C0' UVCa'HpndFt ch'4238'Ngi kuc vkg'Rt kqt klguc'pf 'Rrc vht o 'c'pf 'Ngi kuc vkg'Wf f cvg'**
At the beginning of the meeting, Matt Robinson, provided a State Legislative update and distributed information on a comparison table between the Governor's Proposal and Assembly Frazier's Bill 1591, recently released in early January, which will provide some continuity and opportunity for federal funding.

Jayne Bauer commented staff is also preparing to schedule visits to both Sacramento (February) and Washington, DC. (April). In addition, STA Chair Patterson requested the following amendments to be considered for the 2016 Legislative Priorities and Platform:

Amend the following on Page 127:

IV. Environmental

2. ~~0'qplsq't'Uggnlhwpf lpi 'hqt 'b'f crw vqpp 'iq~~ sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
6. ~~0'qplsq't'Cf xqecv'g'hqt~~ regulations ~~yj cv'lp et gcug'lc hgv~~ pertaining to the transport of volatile and hazardous materials.

Add the following on Page 130:

VIII. Rail

90'Cf xqecv'g'hqt 'beegr t cvgf 't qu hkg'it clp 'eqpv qlko rigo gpw vqpp 0'

" " Public/Board Comments:
None presented.

Recommendation:"

Adopt the STA's 2016 Legislative Priorities and Platform.

" " On a motion by Board Member Price, and a second by Board Member Davis, the STA Board approved the recommendation to include modifications to the Platform, requested by Chair Patterson, as shown above in ~~ut hgv t qwi j~~ *'dqif 'kcrheu*. (8 Ayes)

" **D0' 4238'Uqrcpq'Vt cxgnUclgv' 'Rrc p'**

Robert Macaulay presented the 2016 Solano Travel Safety Plan. He noted that the public comment period closed on January 10, 2016, and 18 comments that were received were outside the scope of the Safety Plan and are more appropriate for project-level review (i.e. design) versus planning-level review. He concluded by stating that Suisun City modified the proposed changes for an existing location in the Safety Plan after the staff report was submitted.

" " Public/Board Comments:
None presented.

" " Recommendation:"

Adopt the 2016 Solano Travel Safety Plan as amended to include Suisun City's additional travel safety project.

- " " On a motion by Board Member Price, and a second by Board Member Augustine, the STA Board approved the recommendation. (8 Ayes)
- " **E0' Eqo rtgj gpukg'Vt cpur qt v lqp'Rcp'VR#6'Vt cpuls'cpf 'Tk guj ctg'Gago gpvI qcm'**
 Robert Macaulay presented the CTP Transit and Rideshare Element Goals. He explained that the next steps in the update of the Element are to review and, if appropriate, amend the Element goals, and then to analyze the gap between the current state of the system and the desired state as expressed in the goals. He added that STA staff is also working on a Resources chapter to identify the financial and staff resources that are available to address the gaps that are identified in the Transit and Rideshare system. He concluded by stating that both the Goal Gap Analysis and Resources chapter will come to the Consortium and Transit and Rideshare Committee in early 2016 and then be presented to the Board.
- " " Public/Board Comments:
 Chair Patterson commended staff for their hard work in the development of the Transit and Rideshare Element Goals.
- " " Recommendation:
 Adopt the Transit and Rideshare Element Goals provided as Attachment C.
- " " On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved the recommendation. (8 Ayes)
- " **F0' Uggevklp'qh4238'UVC'Ej ck'cpf 'Xleg'Ej ck "**
 Consistent with STA's Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2016 at the first meeting of the year. Following the selection, the newly appointed Board Chair is then requested to designate members of the Board to serve on the 2016 Executive Committee.
- " " Public/Board Comments:
 None presented.
- " " Recommendation:
 Approve the following:
 1. Selection of the STA Chair for 2016 commencing with the STA Board Meeting of February 11, 2016;
- On a motion by Board Member Sperring, and a second by Board Member Batchelor, the STA Board unanimously approved the selection of Norman Richardson (City of Rio Vista) as STA Chair for 2016. (8 Ayes)
2. Selection of the STA Vice Chair for 2016 commencing with the STA Board Meeting of February 11, 2016; and
- On a motion by Elected Chair Richardson, and a second by Board Member Price, the STA Board unanimously approved the selection of Jim Sperring (County of Solano) as STA Vice-Chair for 2016. (8 Ayes)

" "

3. Request the new Chair announced his selection to serve on the STA Executive Committee for 2016.

Newly Elected Chair Richardson designated the STA Executive Committee for 2016 as follows:

- Jim Sperring, County of Solano as Vice-Chair and MTC Representative
- Elizabeth Patterson, City of Benicia as Past Chair
- Pete Sanchez, City of Suisun City

330' KPHQTO CVKQP CN'6'P Q'F KUE WUKQP "

"

" C0' Uevg'Vt cpur qt wvklp'K6 r t qxgo gpv'Rt qi t co '*UVR+'Wrf cvg'6'"
Lgr uqp'Rctny c{ ""

"

" D0' Wrf cvg'qp'Vt cpulv'Eqt tlf qt 'Uwf { 'Rj cvg'K6'"

"

" E0' Hkæcnl[get '*H[+4237/38'Cdcpf qpgf 'Xgj læng'Cdcvgo gpv'*CXC+'Rt qi t co 'Hkt uw'S wct vgt '"
Tgr qt v'"

"

" F0' Uwo o ct{ 'qH'Hwpf lpi 'Qr r qt wplægu'"

"

" G0' UVC'Dqctf 'èpf 'Cf xluqt { 'Eqo o lævgg'O ggvlpi 'Uej gf wg'hqt '"
Ecrgpf ct '[get '4238'"

"

340' DQCTF 'O GO DGT 'EQO O GP VU'

"

350' CFLQWTPO GPV"

The meeting was adjourned at 7:30 p.m. The next regularly scheduled meeting of the STA Board is at 8-22't 0' Y gf pguf c{ .Hgd t wct { '32.'4238, Suisun Council Chambers

" Cwguwgf 'd{ <'"

"

"  Hgd t wct { '6.'4238'"

Lqj cpcp'O culen v''''''''F cvg'"

Ergt niqlh'vj g'Dqctf "

"

"



VGEJ PÆCN'CFXHUQT['EQO O KVVGG'
F tch'O kpwgu'ht 'vj g'b ggykpi 'qh'
Lcpwt { '49.'4238''

30' ECNN'VQ'QTFGT''

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

" VCE'O go dgt u'Rt gupv<'

- | | | |
|-----|---|---------------------|
| " | 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 |
| " " | Allan Panginiban for David Kleinschmidt | City of Vallejo |
| " " | Matt Tuggle | Solano County |
| " | | |

VCE'O go dgt u'Cdugpv<' David Kleinschmidt City of Vallejo

UVC'Uvch'èpf 'Qvj gt u' "

- | | | |
|---------------------|--|-----|
| Rt gupv<' | *lp 'Crrj cdgvecnQtfgt 'd{ 'Ncw'P co g+ | |
| " " | Anthony Adams | STA |
| " " | Janet Adams | STA |
| " " | Jayne Bauer | STA |
| " " | Robert Guerrero | STA |
| " " | Daryl Halls | STA |
| " " | Sean Hurley | STA |
| " " | Philip Kamhi | STA |
| " " | Robert Macaulay | STA |
| " " | Johanna Masiclat | STA |
| " " | Debbie McQuilkin | STA |
| " " | | |

40' CRRTQXCN'QH'VJ G'CI GPFC''

" On a motion by Dave Melilli, and a second by George Hicks, the STA TAC approved the agenda to include the following change: (8 Ayes)

- Á Move Informational Item 8.C, Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Draft Goal Gap Analysis to Action Non-Financial Item 7.C.

"

50' QRRQTVWPKV['HQT'RWDNKE'EQO O GP V''

" None presented.

60' TGRQTVUHT'QO 'ECNVTCPU'O VE'CPF'UVC'UVCHF'

Anthony Adams presented and provided an update to the development of the Solano On-Line Tracker (SPOT).

"

70' EQPUGPV'ECNGPFCT''

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC approved Consent Calendar Items A through C to include the following:

- Á Items D, Regional Transportation Impact Fee (RTIF) Working Group 1 – Jepson Parkway – change the recommendation as shown below in ~~ut lnyj tqwj 'dqf 'k rku.~~
- Á Item E, Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding
At the request of the City of Fairfield’s George Hicks, this item was pulled for discussion. After discussion, the modified recommendation was approved as show below in ~~ut lnyj tqwj 'dqf 'k rku.~~

" C0' O lpwgu'qhl'vj g'VCE'O ggvkpi 'qhf gego dgt '38.'4237

Recommendation:

Approve TAC Meeting Minutes of December 16, 2015.

"

" D0' Uqmpq'Ego r t gi gpukg'Vt cpur qt vclqp'Rrqp '*EVR+'Vt cpuk'Grgo gpv'Wrf cvg<' Tguwt egu''

Recommendation:

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

" E0' Uqmpq'Kpvtelk' 'VczkUetlr 'Rt qi t co 'Rt qr qugf 'Hct g'Kpet gcug''

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

" F0' Tgi kpcnVt cpur qt vclqp'Kó rcev'Hgg'*TVKH<Y qtnlpi 'I tqwr '3/'Lgruqp'Rctny c{ ''

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 ~~eo qwp'p qw'q/gz eggf qh~~ \$800,000.

" **G0' Nqy 'Ectdqp'Vtcpu'Qr gtcv'kpu'Rt qi tco 'NEVQR+H' '4237/38'Hwpf lpi "**
 Based on input at their January 26, 2016 meeting, the SolanoExpress Intercity Transit Consortium modified the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA TAC and Board to:

C0' O qplkqt 'ej cpi gu'iq'O VEau'Ecr 'bpf 'Vtcf'g'lt co gy qtm'epf.'"

D0' W'qp 'O VE'lt co gy qtm'ef qr v'kq. 't gwt p 'iq'f h'ewu'f g'xgr o gpv'qht' 'trp 'lqt "
hwwt g'f kat kdwt'kpu'qh'NEVQR'hwpf lpi "

"

" " C.ÁAuthorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding *d' 't qr w'k v'kq 'lj ct g*, as follows:

• *Á Ekw' 'qh'Fk'q'p' <83; .8; ; "*

• *Á City of Fairfield: 8366.449'877.3; 6*

• *Á Ekw' 'qh'Tlq'Xkoc <& .4; 3"*

• *Á SolTrans: 889.643 874.439*

• *Á Uq'p'q'Gz'rt'gu' 'Dwu' 'Tgr' n'ego' gpv' <8486.598*

• *Á Ekw' 'qh'Xcec'x'k'g' <& : .6; 4"*

F0' Vj g'Ekl'gu'qh'Fk'q'p. 'Xcec'x'k'g' 'bpf 'Tlq'Xkoc. 'ci tggf 'iq'ly cr 'ij gk 'NEVQR' "
hwpf lpi 'y kj 'Uq'nt'cpu'lqt 'VFC'hwpf'u0'Vj g'tge'q'pek'k'v'k'p'y k'nl'q'ewt 'ij t'qwi'j 'ij g' "
VFC'b'c'v'k'z' 't'q'egu'l'qt 'H' /38/390'

G0' Lwt'kf'lev'k'p'u'y k'nl'g'w't'p'y kj 'h'p'lt' o'v'k'q' 'q'p' 'j' qy 'ij g'f'y k'nl'w'k'k'g'y g'NEVQR' "
hwpf lpi "

80' CEVQ'P'H'K' CPE'K'N'WGO U'

" **C0' Uq'p'q'E'q'w'p'v' 'Hwwt g'Dt'k'f' i'g'V'q'ni'Rt'k'qt'k'lg'u'**

Janet Adams reviewed the proposed priority projects that have a direct link to improving mobility and relieving congestion along the bridge toll corridors. She outlined the projects as the I-80 Goods Movement Corridor Improvements, I-80 Express Lanes, Intermodal/Park-n-Ride/Rail Facilities, and SolanoExpress Capital and Operating. She also identified the proposed categories and level of funding based on a 10-year Expenditure Plan and a 20-year Expenditure Plan. She noted that the list also includes projects pertaining to goods movement (Truck Scales and Interchange), and that 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.

"

" 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.

"

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

"

" **D0' K: 2IK8: 2Ucwg'Tqwg'*UT+'34'Kpvt ej cpi g'Rt qlgev'6'Ucwg'Vt c pur qt v v k p'**
K r t q x g o g p v R t q i t c o ' * U V R R + U w r r i g o g p v c n P g g f u'
 Janet Adams reviewed the agreement between Caltrans and STA staff on the additional support needs for the I-80/I-680/State Route (SR) 12 Interchange Project in the amount of \$2.332 M. She noted that the \$2.332 M is proposed to fund the 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. She also noted that it is requested by Caltrans to use future Solano County STIP shares to fund this need.

" **" 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.

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

90' CEVIQP'PQP'HR CPEKCN'K'GO U'

" **C0' Uqrcpq'Rt lqt k{ 'Eqpugt xc v k p' Ct gcu' *REC+Rncp'Wrf cvg'**
 Robert Macaulay provided an update to the development of the Solano PCA Assessment and Implementation Plan. He noted that 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.

" **" 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.

" **" On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (8 Ayes)**
 "

" **" I g q t i g ' J k e m u ' r g h ' v j g ' o g g v k p i ' c v ' j k u ' k o g O'**
 "

" **D0' Ngi kuc v k g'Wrf cvg'**
 Robert Macaulay requested the TAC to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

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

" **" On a motion by Dave Melilli, and a second by George Hicks, the STA TAC approved the recommendation. (6 Ayes, 1 Abstention (Steve Hartwig), 1 Absent (George Hicks left the meeting.)**
 "

" **E0' Uqrcpq'Eqo r t gj gpukg'Vt c pur qt vclqp'Rrcp'E VR+Vt cpuls'Gigo gpvWrf cvg<'F t chl'**
I qcnl cr 'Cpcrl ulu'
 Robert Macaulay distributed and reported on the draft Goal Gap Analysis and reviewed the additional changes recommended by the Transit Committee at their January 25th meeting. He cited that the Goal Gap Analysis is being presented for an initial review and once it is finalized, the next step will be to develop processes and policies to achieve the goals.

" **Recommendation:**
 Forward a recommendation to the STA Board approve the Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Goal Gap Analysis as shown in Attachment A.

" " On a motion by Graham Wadsworth, and a second by Dave Melilli, the STA TAC approved the recommendation. (7 Ayes)

:0' RPHQTO CVIQPCN'6'F KUEWUKQP "

" **C0' Ucvg'Vt c pur qt vclqp'K6 r t qxgo gpv'Rt qi t co '*UVR+Wrf cvg'6'Lgr uqp'Rct ny c{ "'**
 Janet Adams explained the STIP crisis that affects the ability for the Cities of Fairfield and Vacaville to initiate construction for these two vital segments of the Jepson Parkway Project. She commented that 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 and that these allocations could happen sometime between June 2016 and August 2016 and by waiting, the projects would completely miss the 2016 summer construction season. She then noted that 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.

" **D0' Fkewukqp'qhlRt kqt lslgu'ht 'Qpg'Dc{ 'Ctgc'I t cpv'*QDCI +E{ erg'4'Hwpf lpi 'Rt qlgewu'**
cpf 'Rt qi t co u'
 Robert Macaulay noted that 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.

" **E0' Vj kl'lggo 'y cu'b qxgf 'vq'9(E/'Uqrcpq'Eqo r t gj gpukg'Vt c pur qt vclqp'Rrcp'E VR+Vt cpuls'Gigo gpvWrf cvg<'F t chl'I qcnl cr 'Cpcrl ulu'**
 "

" **F0' Uqrcpq'J li j y c{ u'Rct vpgt uj k '*UqJ KR+Ucvwu''**
 Robert Guerrero commented that TAC members are encouraged to continue having their staff participate on a regular basis in the coming year which plans to meet six times on an average annually.

"

" **G0' Rt qlgev'F grkgt { 'Wf cvg'**

Anthony Adams reported that there are a total of 5 inactive projects in Solano County in January, with 2 of them coming from the STA, 1 from Solano County, and 1 from Vallejo. He noted that Vallejo's SR2S project PE phase needs to be invoiced by February 19th, or their funds may be de-obligated. He added that 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.

" **H0' Uqmpq'Dlmg'O cr 'cpf 'Y c{ hpf lpi 'Ui pci g'**

Robert Macaulay provided a brief report stating that the Wayfinding Plan is currently being drafted and will receive feedback from the BAC and PAC at their meetings in February and March.

" **PQ'F KUEWUKQP 'K/GO U'**

"

" **I 0' Ut cvgi le'Rt qlgev'Qpnlpg'Vt cengt '*URQV+'**

" **J 0' Uwo o ct{ 'qhHwpf lpi 'Qr r qt wplmgu'**

" **K0' Ft ch/O ggvlpi 'O lpwgu'qh'UVC'Dqctf '('Cf xluqt { 'Eqo o kvggu'**

"

" **L0' UVC'Dqctf 'cpf 'Cf xluqt { 'Eqo o kvgg'O ggvlpi 'Uej gf wglht 'Ecrgpf ct '[gct '4238''**

"

;0' HWWTG'UVC'VCE'CI GPFC'K/GO U'

A summary of the agenda items for February and March 2016 were presented.

"

320' CFLQWTPO GPV''

The meeting was adjourned at 3:15 p.m.

" The next regular meeting of the Technical Advisory Committee is scheduled at, **3<52'f0 0lp''**

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"



DATE: January 27, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2016

Dceni t qwpf <'

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers, six of the Solano County cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, and for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Executive Member-"Stakeholders" level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors.

In FY 2009-10, STA increased its membership to \$7,500 as part of EDC's capital campaign.

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The STA's enhanced presence and participation has sustained an improved communication and information sharing between the Solano EDC Board and staff and the STA. Periodically over the last seven years, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C to help provide a business perspective. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic indicators index. SolanoEDC served on the Regional Transportation

Impact Fee (RTIF) Stakeholders Committee. In 2011, the STA and Solano EDC entered into a partnership for Solano EDC to conduct an economic analysis and evaluation of the State Route (SR) 12 Corridor. In 2012-13, STA partnered with Solano EDC to conduct a feasibility assessment of SR 12/Church and Solano EDC worked with Rio Vista to help obtain a RuDAT grant that will help the city plan its economic future through the Rio Vision process. In 2014, SolanoEDC helped the County of Solano facilitate the “Moving Solano Forward” Study, which included STA participation and focused on improved mobility and economic opportunity on the I-80 corridor.

Staff recommends the STA renew its annual membership with Solano EDC at the \$7,500 Board Member Premier level to maintain the STA’s support for the Solano EDC, partnership with Solano County’s business community and to continue our representation on its Board of Directors and Executive Committee.

”

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The fiscal impact would be \$7,500 and has been budgeted as part of the STA’s Board expenditures section of the Administration Budget for FY 2015-16.”

”

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Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle” level of \$7,500 for Calendar Year 2016.

Attachment:

A. Solano EDC’s Renewal Notice/Invoice

Solano EDC

360 Campus Lane, Suite 102
 Fairfield, CA 94534
 (707) 864-1855



Invoice

DATE	INVOICE #
11/30/2015	MBR-3369

BILL TO
Solano Transportation Authority One Harbor Center, Suite 130 Suisun City, CA 94585

TERMS
Due on Receipt

DESCRIPTION	AMOUNT
Solano EDC Annual Investment 2016 Chairman's Circle	7,500.00
Total	\$7,500.00

We Appreciate Your Support! Thank You for Your Investment in Solano County.



December 1, 2015

Mr. Daryl Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2003



Dear Daryl:

On behalf of the Solano EDC Board of Directors I would like to thank you for your continued membership investment. Your support has enabled Solano EDC to further our mission to enhance the economic vitality and quality of life of Solano County and its seven communities through attraction, growth and retention of businesses and industry.

Last year represented our 32nd year of operation and we are proud of our accomplishments. We've successfully led several new economic initiatives and we are well positioned for some exciting new project announcements in upcoming New Year! Your ongoing support has been critical to our success!

Our economy continues to grow and expand and our Solano EDC Team has grown with the addition of two highly respected economic development gurus:

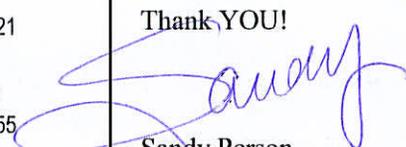
- Patrick McGuire, formerly with the Governor's Office of Economic Development, joined us to help with our business attraction efforts, and to help meet the sizable increase in the number of businesses looking to locate or expand in our region.
- Retired City Manager Sean Quinn is overseeing the next phase of Moving Solano Forward, in partnership with Solano County. Moving Solano Forward is intended to develop a countywide economic development strategic approach to further diversify the Solano County economy. You will be hearing a lot more about this effort in the upcoming year.

The Solano Energy Watch, a partnership between the EDC and PG&E, is led by J. Paul Harrington and promotes and facilitates energy efficiency resources for our local businesses. In 2015 Solano Energy Watch engaged with over 200 local companies and implemented measures that saved over \$280,000 in recurring energy costs.

Trade and industry growth has been a critical factor in California's recovery and the Solano EDC Advocacy Committee continues to further the economic vitality of Solano County by ensuring public policy invigorates – not impairs – the business climate. We are focused on issues that impact workforce; strengthen the educational system and grow the total market value of all goods and services produced within Solano County.

With your continued membership in 2016, we are able to strengthen core partnerships and to develop new ideas and opportunities that will increase economic activity, entrepreneurship and job generation for Solano County. Our partnership and mutual commitment to excellence provides a firm foundation for success in the New Year!!

Thank YOU!


Sandy Person
President

Sandy Person
President
sandy@solanoedc.org

Patrick McGuire
Vice President
patrick@solanoedc.org

J. Paul Harrington
Project Manager
Solano Energy Watch
jpaul@solanoedc.org

Sean Quinn
Project Manager
Moving Solano Forward Ph2
sean@solanoedc.org

Patricia Uhrich
Office Manager
pat@solanoedc.org

Address:
360 Campus Lane, Suite 102
Fairfield, CA 94534

Phone:
707.864.1855

Fax:
707.864.6621

Toll Free:
888.864.1855

Website:
www.solanoedc.org



DATE: January 29, 2016
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Paratransit Coordinating Council (PCC) Membership Status and Appointment

Dceni tqwpl IF hewukqp<

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, and four (4) social service providers. There is currently one (1) vacancy for social service provider.

In November 2015, STA staff received a PCC interest form from Rachel Ford (Attachment A). Ms. Ford is a resident of Vallejo and works for Solano County Social Services in the Wellness/Recovery Unit as a Consumers Affair Liaison. She works with paratransit users and feels she can convey their opinion in order to improve current transit service and programs. Ms. Ford served on the PCC from 2010-2013 and looks forward to serving again.

At the January 21, 2016 meeting, the PCC unanimously approved to forward a recommendation to the STA Board to appoint Rachel Ford to the PCC for a three (3) year term. If appointed by the STA Board, Rachel Ford will fill the vacancy of Social Service Provider fill the final open vacancy on the PCC.

Tgeqo o gpl cvkqp<

Appoint Rachel Ford to the PCC for a three (3) year term as a Social Service Provider.

Attachments:

- A. Rachel Ford's PCC Interest Form (November 2015)
- B. PCC Membership (January 2016)



Paratransit Coordinating Council interest

CONTACT INFORMATION

Name: Rachel E Ford

Street address: 355 Tuolumne St, Suite 2500

City, state, zip: Vallejo, CA 94590

Home phone: 707-718-2082

Work phone: 707-553-5735

Email address: reford@solanocounty.com

I WOULD LIKE TO FILL THE FOLLOWING POSITION

- Transit user (3) Member-at-large (2) Public agency (2) Social service provider (4)

LETTER OF INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (paid or volunteer) qualifies you:

because I work with many people who ride
para-transit and I believe I can convey
their opinion to the Council

AGREEMENT AND SIGNATURE

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed): Rachel E. Ford

Signature: [Handwritten Signature]

Date: 11/12/15



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Member	Jurisdiction	Agency	Appointed	Term Expires
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018
James Williams	Member at Large		December 2012	December 2018
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016
Cynthia Tanksley	Transit User		February 2015	February 2018
Richard Burnett	MTC PAC Representative		December 2012	December 2018
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	June 2016
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016
Vacant	Social Service Provider			
Ernest Rogers	Transit User		June 2014	June 2017
Kenneth Grover	Transit User		June 2014	June 2017
Lyall Abbott	Member at Large		July 2014	July 2017

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DATE: January 29, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
Elizabeth Richards, STA Consultant
RE: Solano Comprehensive Transportation Plan (CTP) - Transit Element Update:
Resources

Dceni tqwpf <"

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 CTP Transit Committee and the STA 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 was 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. The next step will be to develop processes and policies to achieve the goals.

Funding

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.

FAST

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.

TDA

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.

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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.

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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.

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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 January 25, 2016. STA staff discussed the report at the Consortium meeting on January 26, 2016 and at the TAC meeting on January 27, 2016. All comments received have been incorporated into the final version provided to the STA board.

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None.

Tgeqo o gpf cvlqpp<'

Approve the CTP-Transit Element Resources Chapter as shown in Attachment A.

Attachment:

A.ÁDraft 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^A

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.

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DATE: January 29, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/SR12 Interchange Project – Construction Package 2

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Since 2001, STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 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 HOV Lanes Project, the N. Connector Project, the I-80 EB Truck Scales Relocation Project and the I-80/I-680/SR12 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 now in the final design (Construction Package 2), preliminary engineering (Construction Package 3) and construction (Initial Construction Package) phases.

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STA is the lead agency for design, right-of-way acquisition and utility relocations for the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2), which consists of constructing a new partial interchange on I-680 at Red Top Road. CP2 is under design, with the 65% plans submitted to Caltrans in mid-November. The next critical upcoming activity for the project is the relocation of utilities that are in conflict with the Goldhill Village Development and the planned improvements.

There are two specific utility relocations that need to be completed in the near future, since the Goldhill Village Development, which is located in the southwest quadrant of the interchange, is scheduled to start construction in spring 2016. The 30-inch Fairfield Suisun Sanitary District (FSSD) sewer pipe line and the 36-inch City of Benicia water pipe line will be placed under the new streets constructed as part of the Goldhill Village Development, so timing is critical. In order to proceed with these utility relocations, staff is recommending the Board authorize the Executive Director to finalize and execute the attached draft utility agreements between STA and utility owners. STA will be responsible for preparing the utility relocation plans and Albert D. Seeno Construction Company (developer for the Goldhill Village Development) will be responsible for construction activities, with Benicia and FSSD providing inspection services for their respective utility. As such, staff is also recommending the Board approve the attachment agreement between STA and Albert D. Seeno Construction Company. The total amount for all three agreements will not exceed \$2,700,000.

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Relocation of Benicia and FSSD Facilities

Relocation of the Benicia and FSSD facilities are being funded with Bridge Toll funds, as part of the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) Project and reimbursement from the Green Valley Overcrossing Funding Agreement between the STA and the City of Fairfield.

Authorization of Relocation

Authorize the Executive Director to finalize and execute the attached agreement (Attachment A) between STA and Albert D. Seeno Construction Company for relocation of the City of Benicia and Fairfield Suisun Sewer District (FSSD) sewer line facilities for an amount not-to-exceed \$2,700,000.

Attachment:

A. Agreement between STA and Albert D. Seeno Construction Company

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1. **Á** **RCTVIGU:** This Agreement is made as of February 10, 2016, between the Solano Transportation Authority, a joint powers authority (“AUTHORITY”), and Albert D. Seeno Construction Company, a California company (“DEVELOPER”).

2. **Á** **TGEK/CNU:**

A. **Á** DEVELOPER has received approval from the City of Fairfield (“CITY”) to construct a residential project, known as the Goldhill Village Development, which is adjacent to property on which AUTHORITY, in cooperation with Caltrans, will be constructing the I-680/Red Top Road Interchange project.

B. **Á** Construction of the I-680/Red Top Road Interchange project will affect the 30-inch Fairfield Suisun Sanitary District (“FSSD”) sewer pipe line and the 36-inch City of Benicia (“BENICIA”) water pipe line and will require AUTHORITY to relocate a portion of each of these utilities, collectively “UTILITIES”.

C. **Á** CITY and DEVELOPER will enter into a Development Agreement for the Goldhill Village Development, which will provide the terms and conditions for the construction of those and other improvements required by CITY.

D. **Á** There is required coordination of the improvements to be constructed by AUTHORITY and DEVELOPER. The parties desire to coordinate the work in the most efficient manner and at the least cost to the public and to provide the terms under which AUTHORITY will contribute its share of the cost.

E. **Á** AUTHORITY has obtained all approvals from FSSD and BENICIA required for the relocation of UTILITIES.

PQY . "VJ GTGHQTG, in consideration of the mutual promises below, the parties agree as follows:

3. **Á** Responsibilities of DEVELOPER and AUTHORITY:

A. **Á** **CWJ QTKW['lj cm**

i. **Á** Provide plans and specifications for relocation of UTILITIES to DEVELOPER, hereinafter referred to as WORK;

ii.Á Pay to DEVELOPER a lump sum amount of \$ _____, within 30 days of completion and acceptance of WORK as provided in Section 3B and 5A.

B.Á FGXGNRGT'tj cm

i.Á Completing WORK in accordance with BKF Engineers plans and specs, entitled City of Benicia Water Relocation & FSSD Sewer Relocation Project and dated February 1, 2016, which by this reference are made a part hereof.

ii.Á Be responsible for coordinating the inspection with FSSD and BENICIA. FSSD and BENICIA shall have access to all phases of WORK to be performed by DEVELOPER. When DEVELOPER deems WORK complete, it shall notify FSSD and BENICIA to have each entity accept their respective portion of WORK and sign the acceptance form "Notice of Completion and Acceptance of Work", included in the specifications.

4.Á VKO G'HOT'EQQ RNVKQP:

A.Á Schedule. DEVELOPER shall complete WORK by June 30, 2016.

5.Á IPURGEVKQP: "

A.Á Inspection and Acceptance. FSSD and BENICIA shall inspect the WORK during construction. Once the DEVELOPER receives the signed Notice of Completion and Acceptance of Work form from FSSD and BENICIA referenced in Section 3B, it shall send signed Notice of Completion and Acceptance of Workforms to AUTHORITY's Deputy Executive Director.

6.Á EQORNKPEG'Y KJ'NCY U: In constructing the WORK, DEVELOPER shall comply and, by separate written contracts, shall require all contractors and subcontractors performing any portion of the WORK to comply with all applicable laws, ordinances, rules, and regulations, whether federal, state, or local, including without limitation the prevailing wage laws of the State of California.

7.Á IPFGOPHIECVKQP'CPF'IPUWTCPEG: The insurance and indemnity provided by DEVELOPER, and its contractor(s), shall apply not only to the work covered by this Agreement, but also to all suits or actions at law or in equity for claims, damages, liabilities, or obligations caused by or arising from, or alleged to be caused by or arise from, the WORK or this Agreement.

A.Á Nlcdklsf'Ipwmtcpeg. The liability insurance policies furnished by DEVELOPER and its contractor(s) shall provide that the coverage afforded thereby shall be primary coverage to the full policy limits, and that if any of the indemnitees has other liability insurance or self-insurance against the loss covered by those policies, the other insurance or self-insurance shall be excess only.

- B.Á **Kpf go pñlec vkqp.** The indemnification provision shall apply to all damages and claims for damages of every kind suffered, or alleged to have been suffered, by reason of any operations by DEVELOPER, its contractor(s), or subcontractor(s) regardless of whether or not AUTHORITY has prepared, supplied, or approved of plans and specifications, or regardless of whether or not such insurance policies shall have been determined to be applicable to any such damages or claims for damages.
- C.Á **Fqewo gpwcvkqp.** DEVELOPER shall obtain from its contractor(s) and submit to AUTHORITY's Deputy Executive Director a written indemnification agreement and evidence of insurance coverage, in a form acceptable to the Deputy Executive Director.
- D.Á **Pq"Y ckxgt.** AUTHORITY does not, and shall not, waive any rights against DEVELOPER which it may have by reason of the indemnity because of AUTHORITY's acceptance of, or the deposit with AUTHORITY by DEVELOPER, of any of the insurance policies described this Agreement.
- E.Á **Y qt ngt uo'Eqo r gpuc vkqp'Kpwt cpeg.** DEVELOPER shall take out and maintain until completion and acceptance of the WORK, Workers' Compensation insurance for all DEVELOPER's employees employed at the site of the WORK, and DEVELOPER shall be responsible for ensuring that any contractor(s) similarly provide Workers' Compensation insurance for their employees, unless such employees are covered by the policy provided by DEVELOPER. DEVELOPER hereby indemnifies AUTHORITY and the other indemnitees for any damage resulting from failure of DEVELOPER or its contractor(s) to take out or maintain Workers' Compensation insurance.
- 8.Á **CI TGGO GPV'O QF KHECVKQP:** This Agreement shall be subject to modification only by the parties' written agreement.
- 9.Á **VGTO KPCVKQP:** Unless terminated earlier through the mutual, written consent of the parties, this Agreement shall terminate upon completion and acceptance of the WORK and payment by AUTHORITY of its share of costs thereof as provided in this Agreement. The termination of this Agreement shall not affect the provisions of Section 7 above, which shall survive the termination of this Agreement.
- 10.Á **GPVKTG'CI TGGO GPV:** This Agreement contains the entire understanding of the parties relating to the subject of this Agreement. Any representation or promise of the parties relating to the WORK shall not be enforceable unless it is contained in this Agreement, or in a subsequent written modification of this Agreement executed by the parties.
- 11.Á **POVKEGU:** All notices (including requests, demands, approvals, or other communications) under this Agreement shall be in writing.

A. Notice shall be sufficiently given and delivered for all purposes as follows:

- (1) When mailed by certified mail with return receipt requested, notice is effective on receipt if delivery is confirmed by a return receipt.
- (2) When delivered by overnight delivery by a nationally recognized overnight courier, notice is effective on receipt if delivery is confirmed by a return receipt.
- (3) When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered, as evidenced by a declaration under penalty of perjury, setting forth the date, time and circumstances of the delivery and executed by the person making the delivery.

B. The place for delivery of all such notices shall be as follows:

To: AUTHORITY

Solano Transportation Authority
Attn: Janet Adams, Deputy Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585
Fax: (707) 424-6010
E-mail: jadams@sta.ca.gov

To: DEVELOPER

Albert D. Seeno Construction Company
Attn:
E-mail:

Or to such other addresses as AUTHORITY or DEVELOPER may designate by written notice to the other. Parties are encouraged, but not required to fax and/or email notice in addition to delivering notice as provided herein; provided, however, the failure to do so shall not be a breach of this Agreement or make delivery as provided herein ineffectual.

12. UWEEGUQTU'CPF'CUUK PU: This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties. However, any proposed assignment of a party's rights under this Agreement shall be subject to the advance, written consent of the other party.

13. EJ OREG'QHNCY: This Agreement is made in Solano County and shall be construed in accordance with and governed by the laws of the State of California. Any action relating to this Agreement shall be filed and prosecuted in the courts of Solano County.

RP'Y WPGUUY J GTGQH on the dates set out below, the parties have executed this Agreement by their agents, and each person signing this Agreement represents that he is the agent of the party for which he acts and is duly authorized to execute this Agreement and thereby to bind his principal.

UQNC PQ'VTCPURQTVCVIQP'CWJ QTW["
*CWJ QTW[+

'Cndgt v'F0Uggpq'Eqput wev'qp'Eqo r cp{.'t"
Ecrh'qt plc'Eqo r cp{ 'F GXGNQRGT +

By: _____
Executive Director

Date: _____

By: Albert D. Seeno Construction Company,
a California Company

Its: Manager

By: _____
Authorized Agent

Date: _____

By: _____
Authorized Agent

Date: _____

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DATE: February 1, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Interfund Loan

Dceni t qwpf :

The Solano Transportation Authority (STA) established a Project Contingency Reserve Fund in July 2014 for a total amount of \$1,100,000. The purpose of this Project Contingency Reserve Fund is intended to help finance future project implementation.

With the support of the Cities of Fairfield, Suisun City, Vacaville, and the County of Solano, STA is the lead for the environmental clearance and right-of-way phases of the Jepson Parkway Project. This intra-county north south connection has been a STA Board priority since 2000. As such that STA took an active role in the delivery of the Project. While the Project Approval/Environmental Document (PA/ED) was completed in 2009, there is a federal requirement that the environmental document must be re-validated within three years of an allocation request. Since the original certification of the environmental document was past three years, additional work was required. Additionally the right-of-way acquisition and relocation costs have been more extensive than originally estimated.

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The PA/ED phase of this project was funded with State Transportation Improvement Funds (STIP) and Federal Earmarks. However, these funds had been fully expended and were not available for the additional effort to re-validate the ED. This work is expected to be completed in the Spring of 2016 as it included a Cultural Resource Recovery Plan for Construction.

At the request of the Cities of Fairfield and Vacaville, the STA is the lead for the acquisition and relocation for the Phases 1 and 2 of the project. To date, the Right-of-Way Phase has been funded with \$3.8 M STIP, \$750,000 Regional Transportation Impact Fees (RTIF), \$500,000 Solano County Contribution and \$500,000 STA interfund loan (July 2014). However, the work is not yet completed. The estimate to complete is \$1.4 M. This costs includes a major business relocation, completion of the utility hook-ups at the storage building site, demolition of the acquired (now vacant buildings), final resolution costs for the single, yet to be resolved, property valuation.

To fund the estimated shortfall, staff is proposing additional RTIF funds (subject of a separate staff report) and an additional interfund loan of \$600,000. The STA Board did previously approve an interfund loan of \$500,000 for this project (July 2014). The repayment for both these loans will occur in accordance with the City of Vacaville re-payment schedule that begins the September after the construction starts.

Huecnkó rcev<'

The funding for the Jepson Parkway Project will be from the remaining balance of the Project Contingency Reserve Fund for \$600,000. Repayment of this loan will be from the City of Vacaville per the Funding Agreement (See Attachment).

Tgego o gpf cvkqp<'

Approve an interfund loan from the STA's Project Contingency Reserve Fund of \$600,000 to the Jepson Parkway Project to cover costs for right of way activities in both Fairfield and Vacaville segments.

Attachment:

A.ÁStatus of STA's Project Contingency Reserve Fund

Project Contingency Reserve Fund

Balance	Loan	Re-Payment	Comments
\$1,100,000			PCRF Established (July 2014)
\$600,000	\$500,000		Loan to Jepson Pkwy (July 2014)
\$557,000	\$43,000		Loan to Benicia Bus Hub (September 2014)
\$600,000		\$43,000	Loan Re-Payment from RTIF (October 2015)
\$0	\$600,000		Loan to Jepson Pkwy (Feb 2016)

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DATE: February 1, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Mitigation Planting and Irrigation Contract Completion for I-80
High Occupancy Vehicle (HOV) Eastbound Truck Scales and
North Connector Projects

"

Dceni tqwpf <'

On July 14, 2010 the STA Board approved STA Resolution No 2010-10 for planting and irrigation as mitigation work for the I-80 High Occupancy Vehicle (HOV) Lanes Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and North Connector Project and authorized the Executive Director to award the Mitigation Planting and Irrigation Project to the lowest responsible bidder. The Mitigation Planting and Irrigation Project was designed by HT Harvey. The Mitigation Planting and Irrigation Project was awarded to Cagwin & Dorward in August 2010. The STA administered the planting and irrigation of the Mitigation Planting and Irrigation Project with Parsons Brinckerhoff performing construction management services.

Fkwewukp <'

As mentioned above, the Mitigation Planting and Irrigation Contract was awarded to Cagwin & Dorward. It has been completed and the project has been closed out. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office. This action by the Board will release the surety bonds secured by Cagwin & Dorward (contractor) to ensure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the Mitigation Planting and Irrigation Project.

Construction Budget	\$313,892.73
Total Construction Cost	\$313,892.73
Remaining Budget	\$0.00

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The cost for the construction contract for the Mitigation Planting and Irrigation Project was funded with Bridge Toll funds.

Tgego o gpf cvkqp <'

Approve the following:

1. Accept the Mitigation Planting and Irrigation contract for the I-80 HOV Lane Project, I-80 Eastbound Cordelia Truck Scales Relocation Project, and North Connector Project as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

Attachment:

- A. Notice of Completion

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Recording Requested By:
SOLANO TRANSPORTATION AUTHORITY

When Recorded, Return To:
Solano Transportation Authority
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

SOLANO TRANSPORTATION AUTHORITY
PQVIEG'QHEQO RNVKQP "
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"
"

Notice is given that:

1. The Solano Transportation Authority, whose address is One Harbor Center, Suite 130, Fairfield, CA, has an interest in that certain real property situated in the County of Solano, State of California, described as follows:

O kti cvkqp'Rrcpvkpi '('Kti cvkqp'Uvg'

2. The Solano Transportation Authority (STA), whose address is One Harbor Center, Suite 130, Suisun City, CA, on behalf of the owner, Solano Transportation Authority, entered into a contract with **Eci y lp' ('Fqty ctf** on **Cwi wv'32.'4232.** with Developers Surety and Indemnity Company of California as surety, for the construction of the Mitigation Planting & Irrigation Project which included the following:

Construction of mitigation planting and irrigation in the City of Fairfield and east of Solano Community College

3. The work of improvement, as a whole, was completed by the Contractor on **Hgdt wct { " 32.'4238**, the STA Board of Directors having made and entered this resolution accepting the contract on that date.
4. The undersigned owns the following interest in said property described above: agent for Owner Solano Transportation Authority.

The undersigned, Daryl K. Halls, being duly sworn says:

That he is the person signing the above document; that he is the Executive Director of the Solano Transportation Authority; and swears under penalty of perjury that he has read the same, and knows the contents thereof, and that the facts stated in this Notice are true.

By _____
Daryl K. Halls, Executive Director
Solano Transportation Authority

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
)
County of Solano)

On _____ before me, Daryl K. Halls, personally appeared, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Johanna Masielat
Clerk of the Board
Solano Transportation Authority

(Seal)



DATE: January 29, 2016
TO: STA Board
FROM: Robert Guerrero, Senior Project Manager
RE: State Route 37 Financial Opportunities Analysis Funding Agreement with
Napa County Transportation Planning Agency, Sonoma County Transportation
Agency and Transportation Authority of Marin

Dceni tqwpl <'"

State Highway 37 (SR 37) is a regionally significant highway linking the north, east and west San Francisco Bay subregions. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County and crossing through Sonoma County and small portion of Napa County along the way. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley.

SR 37 is vulnerable to flooding during heavy storms periodically requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by Bay Conservation and Development Commission (BCDC) and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

Recognizing the need to address future potential challenges on SR 37, the STA Board approved a budget of \$50,000 to analyze the corridor for public, private, partnership (P3) type financing opportunities (i.e. "SR 37 Corridor P3 Feasibility Study"). The STA Board also authorized entering into a Memorandum of Understanding (MOU) between the STA, Napa County Transportation Planning Agency (NCTPA), Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM). The MOU was an agreement for all four County Transportation Authorities to form an SR 37 Policy Committee to assess, promote and advance the delivery of improvements of the SR 37 Corridor.

The Board action for the SR 37 Corridor P3 Feasibility Study and the SR 37 MOU took place on October 12, 2015.

Fkwukqp <'

The SR 37 Policy Committee have met twice and unanimously recommended that the Sonoma, Napa, and Marin CMAAs participate with financial contributions on the STA's SR 37 P3 Corridor Study. However, this recommendation also included a broader scope with a modified title of SR 37 Corridor Financial Opportunities Analysis. Attachment A includes the recommended modified scope of work.

In summary, the modified scope of work is for a consultant or consultant team to act as a financial advisory resource for the SR 37 Policy Committee as the committee continues to investigate financial opportunities to improve the corridor. The scope includes case study examples of P3 and full privatization finance options, a decision making toolkit for pursuing any one of those financial examples, and a planning level toll revenue forecast.

The expanded scope of work is estimated for the SR 37 Corridor Financial Analysis is \$85,000; however, STA's budget share would decrease overall by \$20,000 based on the following four County CMA contributions:

- NCTPA \$15,000
 - TAM \$20,000
 - SCTA \$20,000
 - STA \$30,000 (previously \$50,000)
- Total: \$85,000

Attachment A includes the revised scope of work for the SR 37 Corridor Financial Analysis. STA staff is recommending the STA Board authorize the STA Executive Director to enter into a funding agreement with NCTPA, TAM and SCTA in order to proceed with developing the SR 37 Corridor Financial Analysis.

Fiscal Impact:

The SR 37 Corridor Financial Analysis is an expanded scope of work based on the STA Board approved SR 37 Corridor P3 Feasibility Study with an original budget of \$50,000 from gas tax revenue. The financial impact will be a reduction of \$20,000 for a total STA contribution of \$30,000 in partnership and financial collaboration with Napa County Transportation Planning Agency (NCTPA), Transportation Authority of Marin (TAM), and Sonoma County Transportation Authority (SCTA).

Recommendation:

Authorize the STA Executive Director to enter into a funding agreement with Napa County Transportation Planning Agency (NCTPA) (\$15,000), Transportation Authority of Marin (TAM) (\$20,000), Sonoma County Transportation Authority (SCTA) (\$20,000), and STA (\$30,000) for a total budget of \$75,000 to conduct a SR 37 Financial Opportunities Analysis.

Attachment:

- A. SR 37 Corridor Financial Analysis

State Route 37 Financial Opportunities Analysis Scope of Work

Scope of Work

TASK 1. Background: Review existing studies and reports associated with the Project and become knowledgeable of the corridor characteristics, relevant traffic data and potential corridor improvements.

Deliverable: Report summarizing documents/data reviewed with brief descriptions of the information's relevance/contribution to the overall financial analysis.

TASK 2. Case Studies: Evaluate relevant precedent transactions/example projects on tolling, express lanes, and transportation facility privatization in the United States (with at one or two examples from the State of California) highlighting:

- i. Special Legislation
- ii. Administration/ Governance
- iii. Capital costs and operating costs
- iv. Revenues and tolling
- v. Commercial structure
- vi. Funding and financing structure
- vii. Market lessons associated with the examples
- viii. Common themes with the case study and the SR 37 Corridor

Deliverable: 4 case studies with similar characteristics as the SR 37 Corridor.

TASK 3. Decision Making Finance Toolbox: Develop finance toolbox for the purposes of informing decision making with regard to the financing decision recommendations. A workshop style format will be utilized with the SR 37 Policy Committee to kick off the development of the Toolbox. The Toolbox will include public private partnerships (P3), full privatization, and public financing options. The Toolbox will also include a recommendation of delivery documents needed to make decisions. Consultant to provide an initial list of financial project delivery options for the purposes of developing a project profile, along with the advantages and disadvantages, for each option that could be available for the Project based on market precedents, including associated risks for these options. The Task deliverable is a decision path tree, with information that must be acquired and used as the basis of the decisions that is detailed through all steps of constructing and operating improved SR 37 facility.

Deliverable: SR 37 Decision Making Finance Toolbox

TASK 4. Toll Revenue Forecast: Develop preliminary toll revenue estimate and revenue forecast for the SR 37 Corridor based on similar toll pricing structures in the Bay Area and existing and forecasted corridor traffic conditions. Two scenarios to be analyzed are 1 of 2 lanes tolled or entire facility tolled.

Deliverable: Toll Revenue Forecast Report

TASK 5. Meeting Attendance: Report on study progress, findings and act in a resource capacity to the SR 37 Policy Committee and attend a number of meetings (to be determined) as the corridor Finance Advisor to the Policy Committee, SR 37 Executive Steering Committee and Project Leadership Team.

Deliverable: Summary of committee comments and responses after each meeting with follow up items noted.

TASK 6. State Route 37 Corridor Financial Opportunities Analysis Final Report: Develop a draft State Route 37 Corridor Financial Opportunities Analysis for final comments before finalizing the report.

Deliverable: State Route 37 Corridor Financial Opportunities Analysis Final Report



DATE: January 19, 2016
 TO: STA Board
 FROM: Philip Kamhi, Transit Program Manager
 RE: Low Carbon Transit Operations Program (LCTOP) Fiscal Year
 (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 State Cap and Trade Program - was introduced with draft funding regulations in 2014.

On January 15, 2016, Metropolitan Transportation Commission (MTC) sent an email (Attachment A) to the Transit Finance Working Group (TFWG) regarding Low Carbon Transit Operations Program (LCTOP) of the Cap and Trade Program, 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 County Transportation Authorities for distribution coordinated at the county level. MTC required that applications for this funding be returned by January 26, 2016.

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

With the tight deadline to return applications to MTC, and after receiving Solano County Transit Operator comments (Attachment C), staff recommends distributing the FY 2015-16 LCTOP population funding directly by population share to the individual transit operators, and then

working with the operators and the STA Board to develop a plan for future distribution of LCTOP funds. The distribution of funding for FY 2015-16 is as follows:

Jurisdiction	Population	Population %	FY15-16 LCTOP funding
Dixon	19,164	4.66%	\$19,689
FAST	140,381	34.10%	\$144,227
Rio Vista	8,070	1.96%	\$8,291
SolTrans	148,158	35.99%	\$152,217
Vacaville	95,856	23.29%	\$98,482
	411,629	100%	\$422,905

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).

At the January 2016 meetings of the SolanoExpress Intercity Transit Consortium and the STA TAC, both unanimously approved the recommendation as described below.

Fiscal Impact:

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

Recommendation:

Approve the following:

- A. Monitor changes to MTC’s Cap and Trade framework;
- B. Upon MTC framework adoption, return to discuss development of a plan for future distributions of LCTOP funding;
- C. Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding by population share, as follows:
 - City of Dixon: \$19,689
 - City of Fairfield: \$144,227
 - City of Rio Vista: \$8,291
 - SolTrans: \$152,217
 - City of Vacaville: \$98,482
- D. The Cities of Dixon, Vacaville and Rio Vista swap of their LCTOP funding with SolTrans for TDA funds. The reconciliation will occur through the TDA matrix process for FY 2016-17; and
- E. Jurisdictions will return with information to STA on how they will utilize the LCTOP funding for FY 2015-16.

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

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

Summary of Transit Operator Comments on proposed 2015-16 LCTOP Funding

Dixon Redit-Ride

- Dixon would like to swap revenue-based LCTOP funding

Fairfield and Suisun Transit (FAST)

- FAST should receive LCTOP population-based apportionment by population share (34.79%), as allocated in FY14-15
- FAST should receive \$147,133 of population-based LCTOP funds
- LCTOP funding received in FY14-15 was not a full apportionment
- FAST is planning to roll-over FY15-16 LCTOP funding (can roll-over for up to three years), to use for Local Fleet Replacement; Diesel-Hybrid Vehicles, and/or other work towards EV readiness

Solano County Transit (SolTrans)

- SolTrans should receive LCTOP population-based apportionment by population share (42.53%), as allocated in FY14-15
- SolTrans should receive \$179,858 of population-based LCTOP funds
- SolTrans is planning to use FY15-16 LCTOP funding for the procurement of an electric bus for the local fleet

Vacaville City Coach

- LCTOP population-based funding, should be apportioned to operators
- Vacaville is planning to roll-over this funding for a future project, or possibly swap

Rio Vista Delta Breeze

- Rio Vista would like to swap revenue-based LCTOP funding



DATE: January 27, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2015-16 Proposed Mid-Year Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2015, the STA Board adopted the FY 2015-16 Revised Budget as part of the two-year annual fiscal year budget plan.

Discussion:

Attachment A is the Proposed Mid-Year Budget Revision for FY 2015-16. The FY 2015-16 Mid-Year Budget Revision is balanced, with the proposed changes to the approved budget modified from \$20.2 million to \$24.8 million, an increase of \$4.6 million. These changes are primarily due to the carryover funds for the continuation of projects and programs: the Jepson Parkway Project, the I-80 Interchange Project, and the I-80 Express Lanes Project.

Budget changes are summarized as follows:

1. The Regional Measure (RM) 2 funds for the I-80/I-680/SR 12 Interchange Project is modified from \$7,089,678 to \$9,489,678, an increase of \$2.4 million for the advanced utility relocation package #2 of the project. In addition, the I-80 Express Lanes Project budget is revised from \$970,570 to \$2,970,570, an increase of \$2 million to include the Final Design Phase of the project now that the Environmental clearance is completed.
2. The Regional Measure (RM) 2 transit fund is modified from \$421,942 to \$201,500 to reflect the Metropolitan Transportation Commission (MTC) new funding allocation to be used for expanded express bus service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 2.
3. The TDA Funds from a combination of the County and Cities' local TDA funds (City of Dixon, FAST, City Rio Vista, Soltrans, City of Vacaville) programmed for the continuation of the county wide taxi based Solano Intercity Taxi Scrip/Paratransit Program is modified from \$582,168 to \$373,981, a reduction of \$208,187 as part of the budget review and analysis of the updated consulting and program cost.
4. The FY 2014-15 State Transit Assistance Funds (STAF) Population-Based/Solano allocations carried over funds in the amount of \$862,656, and the Regional Paratransit in the amount of \$295,785 is reprogrammed for continuation of the Transit Management & Administration, Solano Express Marketing, Transit Coordination/Implementation, and the Consolidated Transportation Service Agency (CTSA)/Mobility Management Program Administration.

5. The Jepson Parkway Project is on a 50/50 shared basis between each agency and STA (per the STA's 50/50 policy). The STIP funds programmed for the right of way activities and relocation assistance are fully expended. The project will require additional funding for the ongoing right of way and relocation activities. Therefore, the Regional Transportation Impact Fee (RTIF) anticipated collection for the district is increased from \$750,000 to \$1,750,000 to complete the FY 2015-16 acquisition and relocation activities for the Jepson Parkway Projects Phases I and II.

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

FY 2015-16 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The **Operation and Management** budget is reduced by \$82,370. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. The Board expenditures is increased by \$7,630 to cover the Board's anticipated Washington DC trip in April. The Operation and Management budget changes include the carryover of funds for the Expenditure Plan budget of \$115,000 and transferring \$90,000 from the Expenditure Plan to Comprehensive Transportation Plan (CTP) as part of the STA's CTP public input effort.
2. The **Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)** budget is reduced by \$326,551. Changes to the budget are due to the carryover funds for the continuation of programs and budget review and analysis of the different programs, such as the Safe Routes to School (SR2S) Program, the Transit Corridor Study/Short Range Transportation Plan (SRTP), the Americans with Disabilities Act (ADA) in Person Eligibility Program, the Countywide Travel Training Program, and the Solano Intercity Taxi Scrip/Paratransit Program.
3. The **Project Development** budget is increased by \$4,892,446 to primarily reflect the continued right of way activities, property acquisitions and relocations for the Jepson Parkway Project, the I-80/I-680/SR12 Interchange Project ongoing constructions, and the design phase of the I-80 Express Lanes Project. The Suisun/Fairfield Amtrak Rehabilitation project budget is increased to reflect the additional STAF funding approved by the Board in the amount of \$137,549. The State Route (SR) 12/Church Road Project budget is increased by 240,000 to cover the full consultant cost of the project. The SR 12/Jameson Canyon Project budget is increased by \$25,000 for its final phase of the project and closeout activities. The Dixon B Street Undercrossing Project has been completed; however, unforeseen expenditures are still coming in from the Union Pacific Railroad (UPR) from the final activities of the project. The remaining revenue from the City of Dixon in the amount \$8,562 is added to the budget for the project. In addition, the State Route (SR) 37 Improvement Project is added to the budget for the total budget amount of \$85,000. This project is a shared cost between STA (\$30,000), the Napa Valley Transportation Authority (NVTA) (\$15,000), the Sonoma County Transportation Authority (SCTA) (\$20,000) and the Transportation Authority of Marin (TAM) (\$20,000).
4. The **Strategic Planning** budget is increased by \$133,412. The planning activities and studies are adjusted to reflect anticipated budget cost for the fiscal year and the carryover of funds for the continuation of various projects and studies. The Model Development/Maintenance budget is increased by \$10,000 for the final phase of the consulting activities. The Comprehensive Transportation Plan budget has been increased by \$125,000 by transferring \$90,000 from operation and management and transferring \$35,000 slated to be carried cover to FY 2016-17 to cover the cost of additional public information and outreach for three telephone town halls.

STA's Organizational Chart Update:

The STA's Organizational Chart (Attachment C) is updated to reflect the staffing in FY 2015-16 Mid-Year Budget Revision. The STA's Program Coordinator, a full time position, for the One Stop Transportation Call Center Program is recommended to not be budgeted in the second half of the fiscal year and for FY 2016-17. The recommendation is to replace the position with two (2) Senior Customer Service Representatives (CSR) in a part time employment status to provide better call center coverage. This requires the Board to establish the Senior CSR classification in addition to approve the mid-year budget revision. This staffing change is included in the proposed budget revision with an estimated salary and benefit savings of approximately \$29,733 for the remainder of FY 2015-16 due to the full time position being vacant since November of 2015. With this staffing change, it is projected there will be a salary savings of approximately \$27,000 in FY 2016-17.

The total FY 2015-16 revenue and expenditure is \$24.8 million. The FY 2015-16 Proposed Mid-Year Budget Revision is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2015-16 Budget is presented with revision to the approved budget for FY 2015-16 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2015-16 budget is \$24.8 million, an increase of \$4.6 million. The increase in the revenues and expenditures is based on a combination of the anticipated project construction and right of way activities and transit programs. The STA's Organizational Chart is updated to reflect the staffing change for the One Stop Transportation Call Center Program with the replacement of one (1) full time Program Coordinator with two (2) part time Senior CSR for an estimated salary and benefit savings of \$29,733 in FY 2015-16. These positions are funded by the State Transit Assistance Funds (STAF) and One Bay Area Grant (OBAG)/Congestion Mitigation and Air Quality (CMAQ) and support the Solano Mobility Call Center.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2015-16 Proposed Mid-Year Budget Revision as shown in Attachment A;
2. Approve a modification to the STA's Staff Organizational Chart establishing the part time Senior Customer Service Representative (CSR) position classifications; and
3. Authorize the Executive Director to fund two part time Senior Customer Service (CSR) to replace funding a full time Transit Program Coordinator at an annual budget savings of \$27,000 in FY 2016-17.

Attachments:

- A. STA FY 2015-16 Proposed Mid-Year Budget Revision dated February 10, 2016
- B. STA's Proposed Revised Staff Organization Chart dated February 10, 2016

FY 2015-16 PROPOSED MID-YEAR BUDGET REVISION

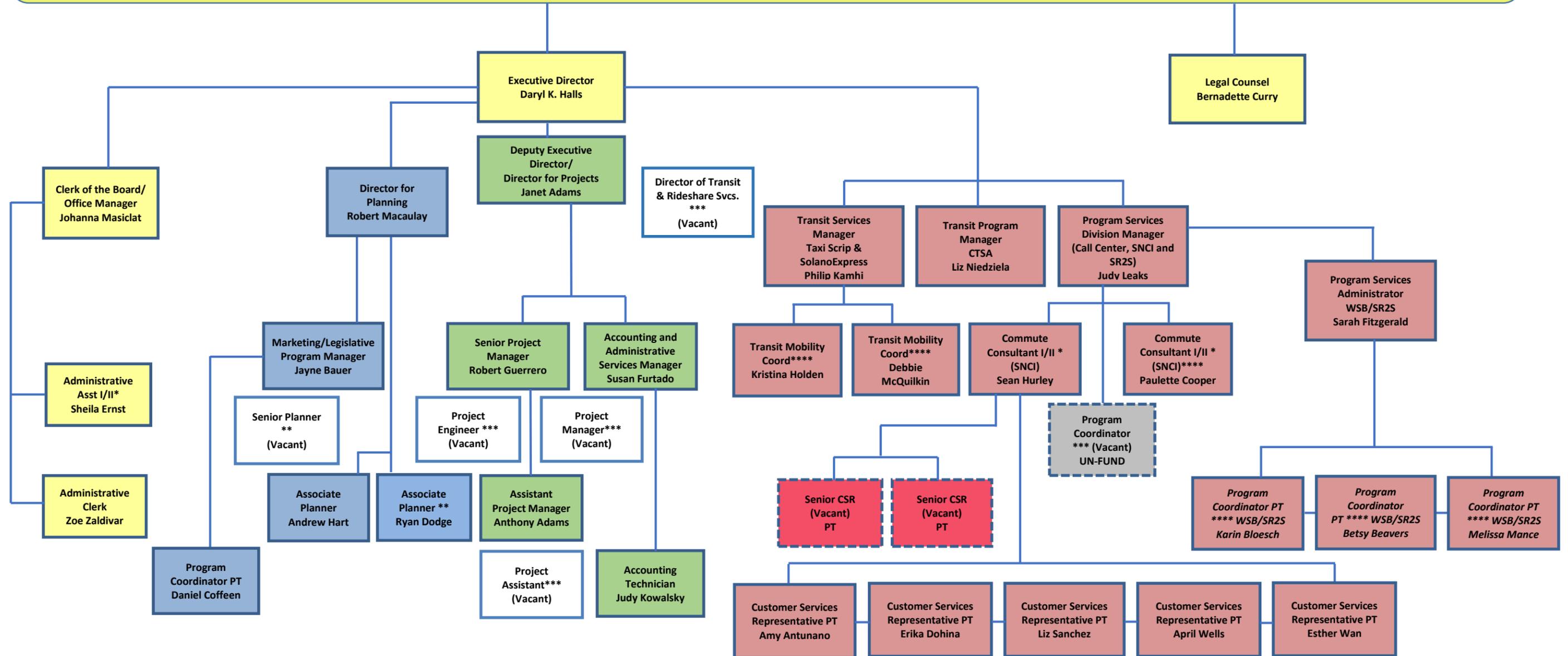
February 10, 2016

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 15-16	Proposed FY 15-16	Operations & Administration	Adopted FY 15-16	Proposed FY 15-16
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	Operations Management	1,678,299	1,678,299
Members Contribution/Gas Tax	226,866	258,006	STA Board of Directors/Administration	54,000	61,630
Transportation Dev. Act (TDA) Art. 4/8	508,777	508,777	Expenditure Plan	115,000	115,000
TDA Art. 3/Other	632,168	488,981	Contributions to STA Reserve Account	100,000	100,000
State Transit Assistance Fund (STAF)	1,895,949	2,134,406	Subtotal	\$1,947,299	\$1,954,929
One Bay Area Grant (OBAG)/(STP)	830,257	836,406	Transit and Rideshare Services/SNCI/SR2S		
OBAG - SNCI/SR2S	779,594	750,683	SNCI/SR2S Management/Administration	479,214	464,190
STIP Planning, Programming and Monitoring (PPM)	190,486	186,821	Employer Van Pool Outreach	23,700	23,700
MTC Grant	857,774	857,774	SNCI General Marketing	64,050	64,050
Federal Earmark	41,145	29,898	Commute Challenge	31,880	22,080
Regional Measure (RM) 2 - Transit	421,942	210,500	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 Express Lanes	54,433	54,433	Bike Links	15,000	15,000
RM 2 - I-80 Interchange Project	57,007	57,007	Emergency Ride Home (ERH) Program	7,500	7,500
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	3,860	3,860	Rideshare Services - Napa	35,000	35,000
Transportation for Clean Air (TFCA)	304,479	279,655	Suisun/Fairfield Amtrak Operation/Maintenance	50,000	50,000
TFCA - NCTPA	35,000	35,000	Safe Route to School Program (SR2S)	831,446	831,446
Yolo/Solano Air Quality Management District (YSAQMD)	37,295	41,206	Transit Management Administration	136,211	162,299
Congestion Mitigation Air Quality (CMAQ)	302,863	302,863	Solano Express Marketing	150,000	150,000
Congestion Mitigation Air Quality (CMAQ) - Transit	160,000	122,761	Lifeline Program	15,000	15,000
Regional Rideshare Program (RRP)	240,000	240,000	Paratransit Coordinating Council (PCC)	35,000	19,100
New Freedom Funds	250,000	243,722	Transit Corridor Study/SRTP	477,716	533,398
JARC Funds	50,000	70,511	Solano Senior & People with Disabilities Plan Implementation/Committee	30,000	14,710
FTA 5304/5403	219,950	219,950	CTSA/Mobility Management Plan/Program	311,758	146,758
California Energy Commission (CEC)	100,000	100,000	ADA in Person Eligibility Program	380,000	348,800
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	Countywide Travel Training Program	295,719	258,480
Local Funds - Cities/County	311,550	626,550	One Stop Transportation Call Center Program	172,389	156,708
Taxi Scrip Farebox Revenue	82,500	82,500	Transit Consolidation/Implementation (Rio Vista/Clipper/Vine)	336,890	401,890
Sponsors	18,000	18,000	Solano Intercity Taxi Scrip/Paratransit Program	824,668	656,481
Subtotal	\$8,721,895	\$8,870,270	Subtotal	\$4,723,141	\$4,396,590
Transportation Funds for Clean Air (TFCA) Program			Project Development		
Transportation for Clean Air (TFCA)	310,512	310,512	Project Management/Administration	129,223	125,350
Subtotal	\$310,512	\$310,512	Local Streets & Roads Annual Report	36,863	37,071
Abandoned Vehicle Abatement (AVA) Program			Solano Projects Online Tracker (SPOT)	29,480	29,480
Department of Motor Vehicle (DMV)	320,000	320,000	Public Private Partnership (P3) Feasibility Study	24,000	24,000
Subtotal	\$320,000	\$320,000	Suisun/Fairfield Amtrak Rehabilitation	150,000	287,549
Jepson Parkway Project			Benicia Intermodal Project	25,000	25,000
Federal Earmark	158,855	35,140	Local Project Delivery (SR 12/Church)	200,000	440,000
County of Solano	165,346	179,744	SR 37 Improvement Project	0	85,000
Regional Transportation Impact Fee (RTIF) Fund	1,514,283	1,623,600	Jepson Parkway Project	1,838,484	1,838,484
Subtotal	\$1,838,484	\$1,838,484	SR 12/Jameson Canyon Project	20,000	45,000
I-80/I-680/SR 12 Interchange Project			I-80/I-680/SR 12 Interchange Project	7,089,678	9,489,678
RM 2 Funds	7,089,678	9,489,678	North Connector-East Project Closeout/Mitigation	96,214	96,214
Subtotal	\$7,089,678	\$9,489,678	I-80 East Bound (EB) Truck Scales Relocation Project	213,355	213,355
SR 12/Jameson Canyon Project			I-80 Express Lanes Project	970,570	2,970,570
STIP/TCRP	20,000	45,000	Redwood Parkway Drive/Fairgrounds Improvement Project	10,000	10,000
Subtotal	\$20,000	\$45,000	Regional Impact Fee Program	608,941	608,941
North Connector East Project Closeout/Mitigation			Dixon B Street Undercrossing Project	-	8,562
RM 2 Funds	96,214	96,214	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	320,000
Subtotal	\$96,214	\$96,214	Subtotal	\$11,761,808	\$16,654,254
I-80 East Bound (EB) Truck Scales Relocation Project			Strategic Planning		
RM 2 Funds	213,355	213,355	Planning Management/Administration	130,953	128,694
Subtotal	\$213,355	\$213,355	Events	12,000	12,805
I-80 Express Lanes Project			Model Development/Maintenance	39,695	49,695
RM 2 Funds	970,570	2,970,570	Solano County PDA Program	920,000	920,000
Subtotal	\$970,570	\$2,970,570	Comprehensive Transportation Plan (CTP) Follow Up	138,158	138,158
Redwood Parkway Drive/Fairgrounds Improvement Project			Priority Conservation Area (PCA)	10,118	10,118
STIP Planning, Programming and Monitoring (PPM)	10,000	10,000	Water Transportation Plan	89,300	89,300
Subtotal	\$10,000	\$10,000	Travel Safety Plan	16,665	16,531
Regional Impact Fee Implementation program			Electric Vehicle (EV) Readiness	100,000	100,000
Regional Impact Fee	608,941	608,941	Transportation Funds for Clean Air (TFCA) Programs	310,512	310,512
Subtotal	\$608,941	\$608,941	Subtotal	\$1,767,401	\$1,775,813
Dixon B Street Undercrossing Project			TOTAL, ALL REVENUE		
City of Dixon	-	8,562	\$20,199,649	\$24,781,586	\$20,199,649
Subtotal	\$0	\$8,562	\$24,781,586	\$20,199,649	\$24,781,586
TOTAL, ALL REVENUE			TOTAL, ALL EXPENDITURES		



Top Row Left to Right: City of Vacaville Mayor Len Augustine; City of Vallejo Mayor Osby Davis; City of Suisun City Mayor Pete Sanchez; City of Fairfield Mayor Harry Price; City of Dixon Mayor Jack Batchelor, Jr.

Bottom Row Left to Right: City of Benicia Mayor Elizabeth Patterson; City of Rio Vista Mayor Norman Richardson (2016 STA Board Chair); County of Solano Supervisor Jim Spering (2016 STA Board Vice-Chair)



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DATE: January 18, 2016
TO: STA Board
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.

At the January 26, 2016 meeting of the SolanoExpress Intercity Transit Consortium the fare change was approved as follows:

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.

Following the January 26th Consortium meeting, a coordination meeting was held with Solano County who has offered to help with identifying clients that are on public assistance, during which an issue was identified with regards to the low-income threshold being set at 138% of the FPL. The reason for this complication is, although typically a Medi-Cal client would be at 138% of the FPL, there are different programs that allow higher thresholds (typically below 200% of FPL). Another challenge is that there are multiple different assistance programs, and Solano County does not have a way to verify what percent of the FPL each client is specifically on, only that they have qualified for an assistance program. One example of this is a pregnant and disabled (low-income) client, can be allowed into a specific program with a higher FPL%.

A follow-up meeting with the members of Consortium who had voted to move this item forward, confirmed there was unanimous support to change to the recommendation to remove the 138% of the FPL language and add other low-income program verification opportunities, making the program easier to facilitate for both the customer and the administration, as shown in the recommendation below.

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:

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 discount fare for certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

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

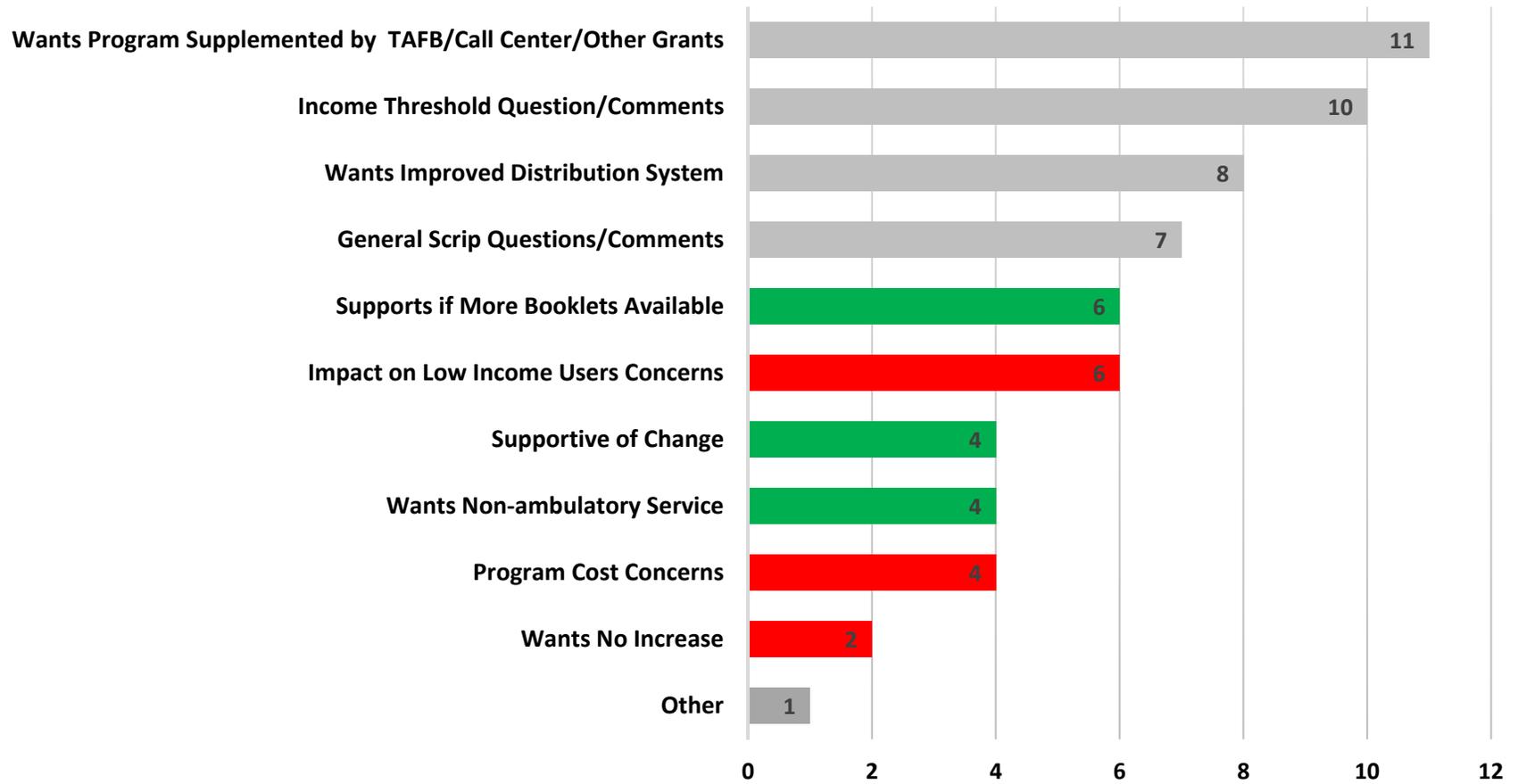
SCENARIO 3:	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
INCREASE FARES & EXPAND SERVICE	Total						
Assumptions							
No. of Scrip Booklets Sold - Current	4,461	4,729	4,800	4,800	4,800	4,800	4,800
New Scrip Booklets Sold			300	1,200	1,200	1,200	1,200
Cost per Scrip Book - 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:

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DATE: February 1, 2016
 TO: STA Board
 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, Caltrans 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, Caltrans 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 for the project. Therefore, it is requested by Caltrans to use future Solano County STIP shares to fund this additional project as these are the only funds available for the project.

At the January 27th TAC Meeting, the TAC Members unanimously approved this recommendation. Caltrans will need to see approval by the California Transportation Commission for this approval of STIP funds.

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:

Approve \$2.332 M in future Solano County STIP for the I-80/I-680/SR 12 Interchange – to cover Caltrans additional cost for Initial Construction Package Support Costs.

Attachment:

- A. January 2016 Caltrans Monthly Construction Report

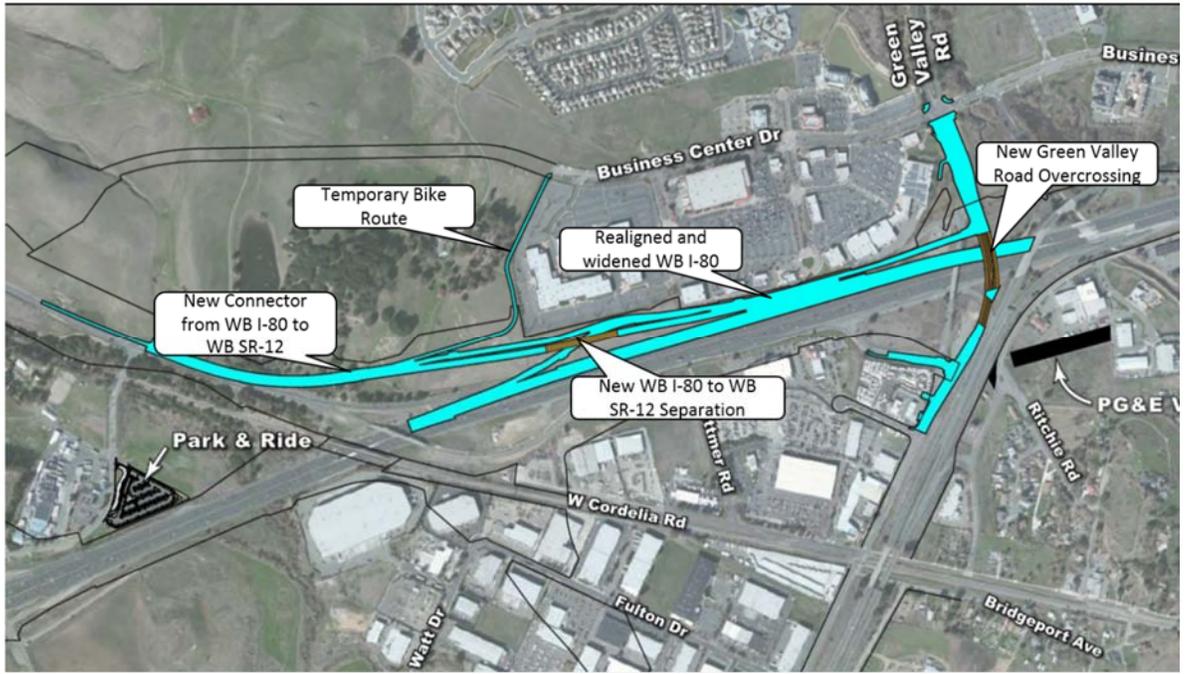


CONSTRUCTION MONTHLY UPDATE
I-80/I-680/SR 12 INTERCHANGE PROJECT – PHASE 1

February 5, 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

February 5, 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

February 5, 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)*

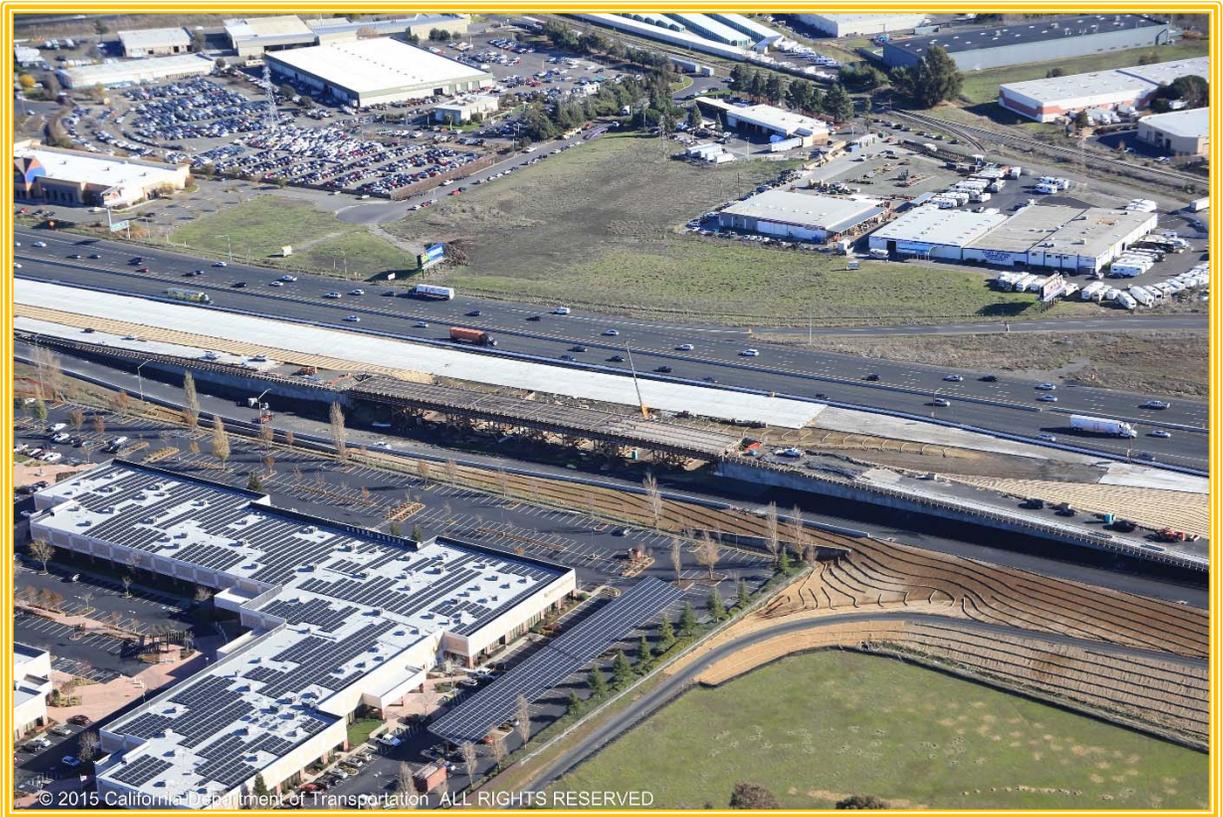


JPCP on the new WB80/12 Connector



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

February 5, 2016



WB 80/12 Connector Ramp & Separation Structure



DATE: February 1, 2016
TO: STA Board
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 annual RM2 transit operations funding received in Solano County to \$2,672,875. Attachment A provides the list of RM2 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 for priority projects. 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 (including bus, ferry and rail) as well as the continued dedication to SolanoExpress operating.

Discussion:

As stated above, thanks to Bay Area voters and toll payers, 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 improvements with a nexus to the bridges are needed. Listed below is a draft list of priority projects that have a direct link to improving mobility and relieving congestion along the bridge toll corridors. Regional discussions at MTC have already begun and STA staff is recommending review of its current bridge toll priorities so STA can provide timely input into process.

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.

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 not funded for design or construction. Both projects are listed recently completed the federal, state, and regional freight plans.

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/vanpool options. As such, the STA Board in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans have identified the I-80 corridor through Solano County for Express Lanes. The initial priority segment is from Red Top Road in Fairfield to I-505 in Vacaville. The project has been environmentally cleared and is currently in design, but STA is still seeking funding for construction. The next priority of this system, is the segment through Vallejo from State Route 37 to the Al Zampa Bridge (formerly Carquinez). This segment has a Caltrans approved project study report, but STA is seeking funds to initiate the environmental process.

Intermodal/Park-n-Ride/Rail Facilities

RM 2 funds significantly advanced several key bus, ferry and rail facilities on the I-80 and I-680 corridors. Examples of these facilities include the Vallejo Station Phase B and Fairfield Transportation Center (Phase 3). 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) in coordination with the expanded SolanoExpress service plan. 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 35 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

an updated 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 service plan featured four routes, rather than the current seven routes, resulting in higher frequencies of service and some better connections within Solano County.

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

- Modifications based on public feedback - added trips/destinations (9,000 annual hours) within Solano County: \$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 SolanoExpress transit service priorities for future bridge tolls as follows:

1. SolanoExpress Capital and Operating (including replacement of express buses)
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 goods movement (Truck Scales and Interchange). The level of funding identified for the 10 and 20 year horizons are based on the Solano County receiving its fair share of return to source funds (paid by Solano County toll payers) from future bridge tolls.

At the January 26, 2016 SolanoExpress Intercity Transit Consortium meeting, the members voted to table this item. The recommendation to table this item was due to requests received from members of the Consortium, including:

- A request to add first and last mile solutions to the future bridge toll priority list
- A request to know how much the construction, operations and maintenance costs will be for each new facility included in the MLIP priorities, and who will be responsible for these costs
- A request to add the SolanoExpress Bus Replacement as a separate line item in Attachment B

At the January 27th TAC Meeting, the TAC members unanimously approved the Bridge Toll priorities for consideration by the Board.

At the February 1st STA Executive meeting, Board Member Elizabeth Patterson requested to include Sea Level Rise to the Solano Bridge Toll Priorities, identifying the Rail Corridor utilized by the Capitol Corridor as an example. Staff is seeking input and policy direction from the Board on this request and the items identified by individual members of the Consortium.

Fiscal Impact:

None at this point.

Recommendation:

Approve the update list of STA's future bridge toll priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration and add to STA's 2016 State Legislative Priorities.

Attachments:

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

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> \$ 7,750,000	
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> \$ 7,250,000	
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> \$ 11,750,000	
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> \$ 100,000,000	
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-yr)	\$5 M/yr (\$100 M/20-yr)

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



DATE: January 28, 2016
TO: STA Board
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). At the request of the STA, the Solano 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 program passed its second anniversary during the month of February 2016.

The STA submitted the 2nd RTIF annual report in October 2015 to the Solano 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 for two project segments 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 those working groups will work with STA staff to have a Board approval for future funding requests.

The STA estimates that the RTIF funds 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 finalized nor recorded by the Solano County Auditor. It is anticipated the final FY 2015-16 Q1 funding amounts for the Public Facility Fee and the RTIF will be available this month.

Discussion:

The largest amount 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 and these RTIF revenue helping to fund 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 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 (public work staff from the Cities of Fairfield, Vacaville, and County of Solano) discussed this item on January 27, 2016 and unanimously approved STA staff forwarding this recommendation to the STA Board. The STA TAC subsequently reviewed this item and also unanimously approved STA staff's recommendation at their meeting also held later that afternoon on January 27, 2016.

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 of \$800,000.

Recommendation:

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 an estimated amount of \$800,000 to cover right of way activities for the project.

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

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DATE: February 1, 2016
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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.):

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.

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 F and G) are attached, as well as the bill text (Attachment H). 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 recommends support of AB 1591 (Frazier). The Consortium approved the recommendation, and TAC approved the recommendation with one abstention from City of Vacaville.

Staff expects Senator Jim Beall to release his comprehensive transportation funding bill in the next 1-2 weeks. At that time, staff will provide an analysis of that bill and bring forward a recommendation. Attachment D is a side-by-side comparison of the Governor's proposal and Assemblyman Frazier's proposal, as well as Senator Beall's original August 2015 proposal, published by the California Transportation Commission. Attachment E is a side-by-side comparison of the Governor's proposal and Assemblyman Frazier's proposal put together by our State advocate Shaw/Yoder/Antwih, Inc.

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. 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 will provide guidance to the STA's trip to Washington D.C.

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.

Staff is working with Susan Lent, STA's federal lobbyist, to prepare the agenda for a visit to Washington DC the week of April 18th.

Fiscal Impact:

None.

Recommendation:

Approve support of Assemblyman Jim Frazier's comprehensive transportation funding proposal, Assembly Bill (AB) 1591.

Attachments:

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

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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.



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 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;

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- **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.

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ASSEMBLY BILL 1591: TRANSPORTATION FUNDING

Assemblymember Jim Frazier

THE PROBLEM IN BRIEF:

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

BACKGROUND:

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

THE BILL:

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

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

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

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

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

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

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

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

FOR MORE INFORMATION

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CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

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 29, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) -Transit Element Update:
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.

STA staff discussed the Transit Element Goal Gap Analysis at the Consortium meeting on January 26, 2016 and at the TAC meeting on January 27, 2016.

Fiscal Impact:

None.

Recommendation:

Approve the Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Goal Gap Analysis as shown in Attachment A.

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.

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DATE: January 29, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Discussion of 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 to five 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.

MTC has consolidated Local Streets and Roads (LS&R), bicycle, pedestrian, and Planning funds into a single program, called OBAG. 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, and Safe Routes to School. Historic and CMA planning funds allow activities with this funding, rather than allocated separately by MTC to each MCA..

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. PDA Grants (Benicia, Dixon and Rio Vista), \$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 STA Advisory Committee to discuss and identify 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.

meeting on January 27, 2016.

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

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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.

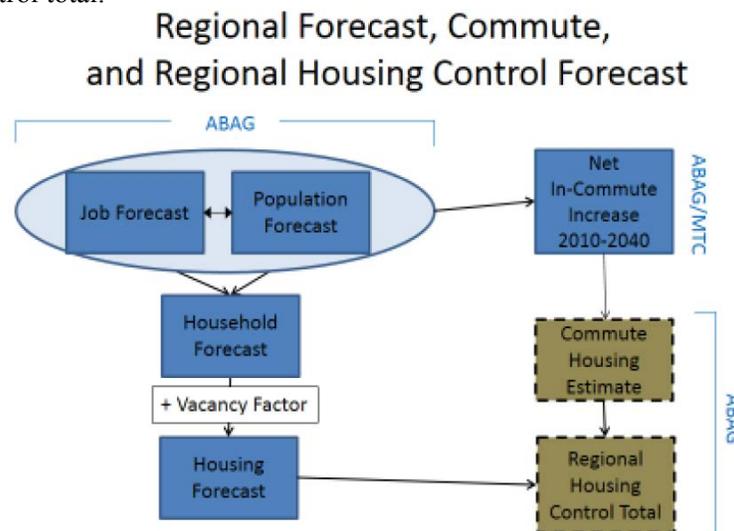
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC’s proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry 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%

** = 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

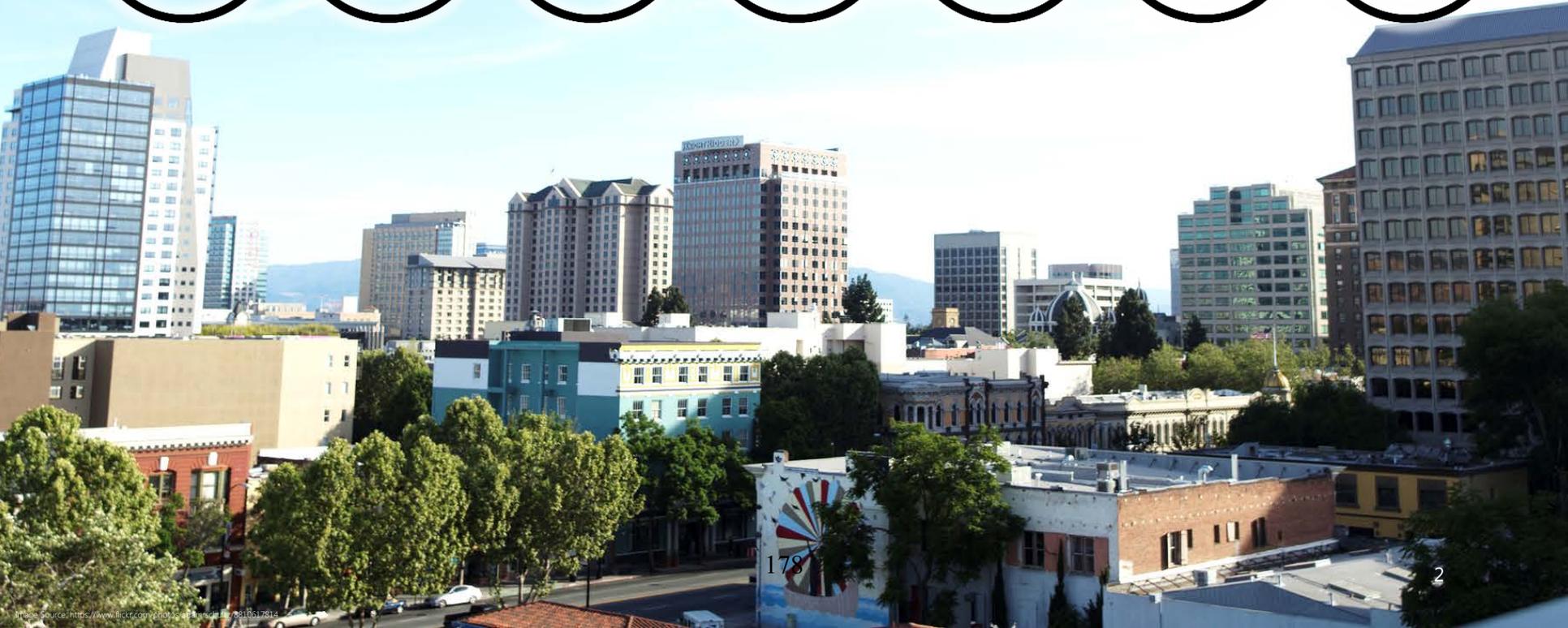


Image Source: <https://www.flickr.com/photos/warzauwyrn/2596160235>

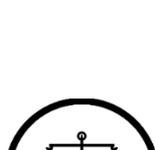
Joint MTC Planning Committee with the ABAG Administrative Committee
November 13, 2015

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	----- ¹⁷⁹ 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.



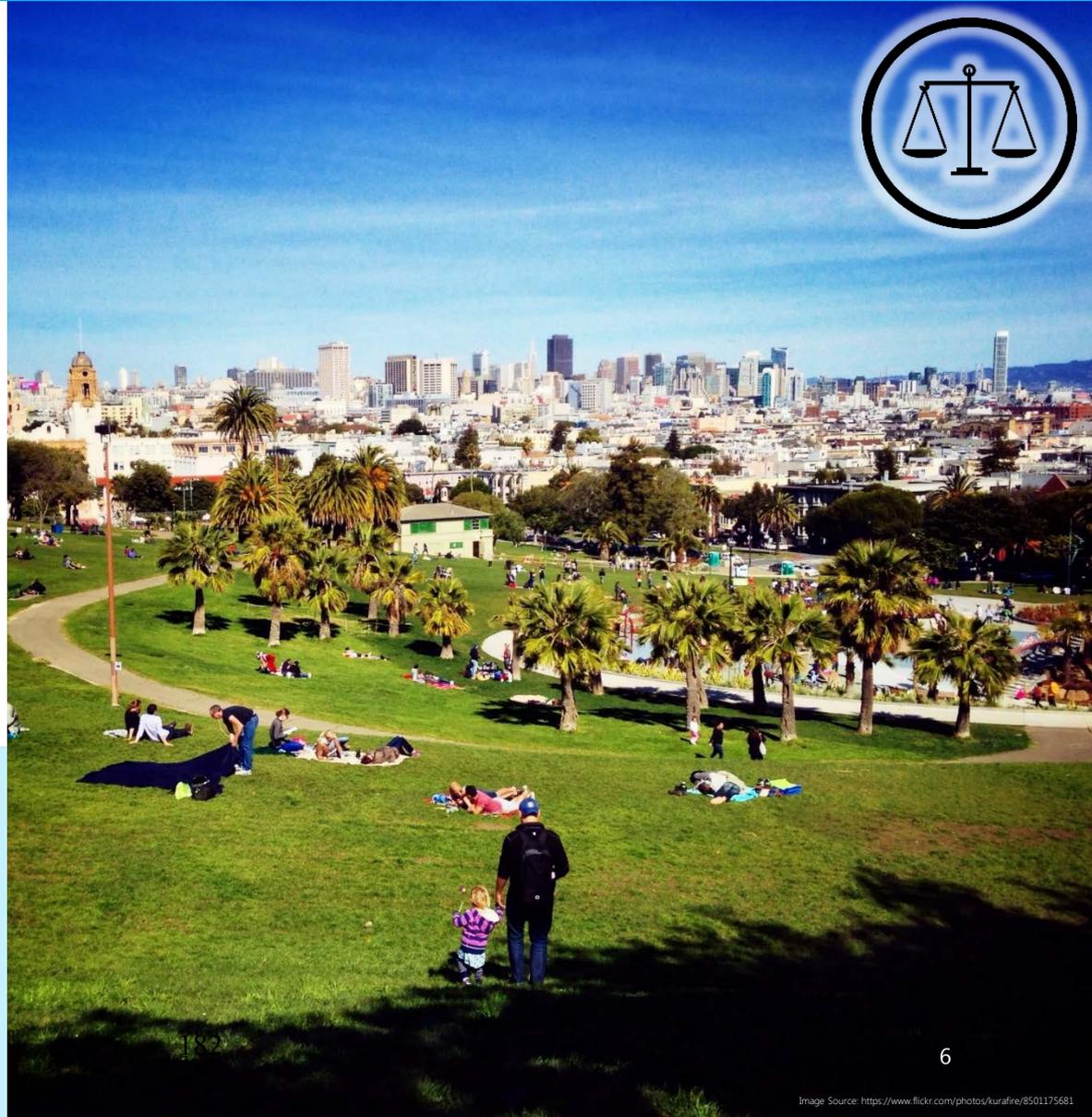
Proposed Target #7: Equitable Access – Displacement Risk



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*



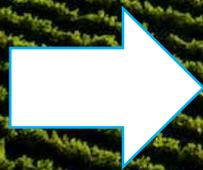
Plan BayArea 2040

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



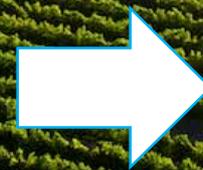
2015

Goals & Targets
Project Evaluation



2016

Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

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DATE: January 4, 2016
TO: STA Board
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 Bicycle Advisory Committee (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 Solano 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.

The Wayfinding Plan is currently being drafted and will receive feedback from the BAC and Pedestrian Advisory Committee (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.

Attachment:

- A. Copy of Solano Bike Sign



SIGNAGE



Confirmation Sign



Turn Sign



Decision Sign

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DATE: January 14, 2016
 TO: STA Board
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$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

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

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

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

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

*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: February 1, 2016
TO: STA Board
FROM: Johanna Masielat, Clerk of the Board
RE: 2016 STA Board and Advisory Committees Meeting Schedule

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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