



MEETING AGENDA

**STA Board Regular Meeting
6:00 p.m., Wednesday, April 13, 2016
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

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

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

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

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

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

ITEM

BOARD/STAFF PERSON

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

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

STA BOARD ALTERNATES

Jim McCracken	Erin Hannigan	Tom Campbell	Steve Bird	Chuck Timm	Lori Wilson	Ron Rowlett (Pending)	Jesse Malgapo
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- 5. EXECUTIVE DIRECTOR’S REPORT – Pg. 9** Daryl K. Halls
(6:15 – 6:20 p.m.)
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,
MTC Commissioner
(6:20 – 6:25 p.m.)
- 7. STA PRESENTATIONS**
(6:25 – 6:40 p.m.)
- A. Update on I-80/I-680/SR12 Construction** Gerry Santiago, Caltrans Construction
- B. Update on the Fairfield/Vacaville Train Station** George Hicks, City of Fairfield
- C. Directors Reports:**
- 1. Planning** Robert Macaulay
- 2. Projects** Janet Adams
- 3. Transit and Rideshare/Mobility Management Update** Liz Niedziela
Paulette Cooper
Karin Bloesch
- 8. CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:40 – 6:45 p.m.)
- A. Minutes of the STA Board Meeting of March 9, 2016** Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of March 9, 2016.
Pg. 35
- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 30, 2016** Johanna Masiclat
Recommendation:
Approve TAC Draft Meeting Minutes of March 30, 2016.
Pg. 3;
- C. Authorization to Buyout the STA Leased Copiers** Susan Furtado
Recommendation:
Authorize the Executive Director:
1. To enter into a buyout option for two copiers under the lease agreement with Konica Minolta Business Solutions, Inc. for an amount not to exceed \$11,002; and
 2. To enter into a three-year service and maintenance agreement for two copiers for an estimated amount of \$35,000.
- Pg. 47**

- D. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report** Judy Kowalsky
Recommendation:
 Receive and file.
Pg. 4;
- E. Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Quarter 2 Report** Debbie McQuilkin
Recommendation:
 Receive and file.
Pg. 53
- F. Regional Measure 2 SolanoExpress Funding** Philip Kamhi
Recommendation:
 Approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.
Pg. 5;
- G. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTA)** Philip Kamhi
Recommendation:
 Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2016-17.
Pg. 65
- H. Bicycle Advisory Committee (BAC)'s Letter of Support for Pleasants Valley Road Project** Drew Hart
Recommendation:
 Approve the BAC's letter of support for the Pleasants Valley Road Project to be forwarded on to the Solano County Board of Supervisors.
Pg. 6;
- I. Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan** Robert Guerrero
Recommendation:
 Approve the FY 2016-17 3-Year PID Work Plan as specified in Attachment A and forward to Caltrans.
Pg. 73

- J. Reappointment to the Paratransit Coordinating Council (PCC)** Liz Niedziela
Recommendation:
 Reappoint Judy Nash as the Public Agency-Education for an additional three (3) year term to the Paratransit Coordinating Council
Pg. 75
- K. 2016 Paratransit Coordinating Council (PCC) Workplan** Liz Niedziela
Recommendation:
 Approve the 2016 PCC Workplan as shown in Attachment A.
Pg. 77
- L. Fairfield-Vacaville Train Station Cap and Trade Grant Application** Drew Hart
Recommendation:
 Authorize the Executive Director to co-sponsor with the City of Fairfield a Cap and Trade Transit and Intercity Rail Capital Program Grant Application for the Fairfield/Vacaville Train Station.
Pg. 7;

9. ACTION FINANCIAL ITEMS

- A. I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams
Recommendation:
 Approve the attached STA Resolution No. 2016-02 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$1.142 million in Regional Measure 2 or AB1171 funds from the I-80/I-680/SR12 Interchange – ICP project R/W Phase to the Final Design (PS&E) phase of the I-80/I-680/SR12 Interchange – CP3 project.
 (6:45 – 6:50 p.m.)
Pg. 83
- B. Contract Extension for Countywide American Disability Assessments – C.A.R.E Evaluators** Kristina Holden
Recommendation:
 Authorize the Executive Director to execute a one year contract extension for Countywide ADA Assessments with C.A.R.E. Evaluators with an amount not-to-exceed \$213,300.
 (6:50 – 6:55 p.m.)
Pg. 99

10. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer

Recommendation:

Approve the following positions:

- AB 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds – *support*
- SB 1128 (Glazer) – Commute benefit policies – *support*

6:55 – 7:00 p.m.)

Pg. : 3

B. Strategic Projects Online Tracking (SPOT) Solano

Anthony Adams

Recommendation:

Approve the Strategic Project Online Tracker Program.

(7:00 – 7:05 p.m.)

Pg. 327

11. INFORMATIONAL ITEMS – DISCUSSION

A. Comprehensive Transportation Plan (CTP) Public Input Update and Public Agency Responses

Robert Macaulay

(7:05 – 7:15 p.m.)

Pg.'329

NO DISCUSSION

B. Summary of Funding Opportunities

Drew Hart

Pg.'333

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

Johanna Masiclat

Pg. 337

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 11, 2016**, Suisun Council Chambers.

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MEMORANDUM

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

Reduction in State Transportation Funds Results in Six Months Delay for Jepson Parkway Construction Allocation

In February, the State Board of Equalization (BOE) approved reducing the State Excise Tax Rate for the second year in a row, this time from 12 cents to 9.8 cents. This further reduces state transportation funds for local streets and roads, the State Transportation Improvement Program (STIP) and the State Highway Operations and Protection Program (SHOPP). This follows on the heels of last year's action by the BOE to reduce the State Excise Gas from 18 cents to 12 cents. In anticipation, the California Transportation Commission (CTC), at their December 2015 meeting, delayed project construction allocation votes for the STIP which included a delay in allocating \$33 million for the Jepson Parkway which is ready for construction for two phases of the project in Fairfield and Vacaville. The CTC is looking to combine the limited STIP funding from the current Fiscal Year (FY), 2015-16, with the limited projected funding projected from FY 2016-17 to cover the current list of STIP projects ready for construction. This delay in the construction allocation vote is now anticipated to extend to June of 2016, a six month delay.

Second BOE Reduction in Excise Tax to Negatively Impact Local Streets and Roads Funding

The action by the BOE will also have a negative impact on the local streets and roads funding for each of Solano County's seven cities and the County. The combined reduction by the BOE the past two years is projected to result in a loss of \$11 million in state excise tax funds for Solano County's streets and roads. This further increases the gap between the level of funding needed to maintain local streets and roads at a reasonable level and the amount of federal, state, and local funds available.

Update of the STA Public Input Process for the Countywide Transportation Plan *

Through a combination of community presentations, public information mailers and surveys, on-line surveys, and telephone town halls, the STA has significantly expanded the number of participants that have participated in and provided public comments as part of the public input process for the update of the Solano Countywide Transportation Plan (CTP). This including reaching 58,000 Solano County residents and receiving over 4,400 public comments. STA staff is in the process of responding to all of the public comments that STA has received. The top priority comment that STA has received is fix and maintain our local streets and roads (72%), road safety (40%), mobility for seniors and persons with disabilities (28%), trust and accountability (11%), and no new taxes (8%).

Caltrans Prioritizes I-80/I-680 Interchange as Candidate for Federal FASTLANES Funds

Solano's I-80/I-680/SR 12 Interchange is one of only three priority freight projects statewide that Caltrans plans to submit to Federal Highway Administration (FHWA) as a California candidate for the new FASTLANES discretionary program for freight projects. This is the first year of a five year program with \$800 million available nationwide for this year and a total of \$4.3 billion available over the five year program. STA staff is working with staff from Caltrans and the Metropolitan Transportation Commission (MTC) to identify the 40% local/regional/state matching funds required for the 60% in federal funds to be potentially available as part of this new federal program.

Fairfield/Vacaville Rail Station Update *

STA has been working with the City of Fairfield for the past fifteen years to help obtain the necessary funding for the development and construction of a new intercity rail station that will serve primarily the residents of Fairfield, Vacaville and Travis Air Force Base. Previously, STA had worked successfully with STA representatives on the Capitol Corridors Joint Powers Board (CCJPB) and CCJPB staff to obtain support for future Intercity Rail Service once the new station is constructed. The project is now under construction and the City of Fairfield has been invited to provide the STA Board with an update. In addition, STA staff is recommending the STA Board support the application for Cap and Trade Transit and Intercity Rail Capitol Program funds for the new proposed rail station building and transit access and service that will access the new station once it is completed.

Extension of Contract for Countywide ADA Eligibility *

Staff is recommending to extend the contract with C.A.R.E. Evaluators for providing Countywide American with Disabilities Act (ADA) Eligibility. This program has been in place for nearly three years and has been meeting the growing demand for increased ADA assessments at locations convenient to the program's applicants with 3,368 ADA applicants completing the assessment process from July 2013 through March of 2016. 2,874 (85.33%) of those assessed have been new applicants with 494 (14.67%) being ADA recertification's.

RTIF Program Passes the \$2 Million Milestone

The Regional Traffic Impact Fee (RTIF) program celebrated its second year anniversary in February 2016 by surpassing the \$2 million milestone for the amount of RTIF funds collected. Currently, two projects partially funded through RTIF funds are under construction (the Green Valley Overpass and Benicia Bus Hub Projects) and a third project (Jepson Parkway) is anticipated to be under construction pending the CTC's allocation of STIP funds later this year.

Funding for SolanoExpress and Napa Vine 21 Bus Service *

Two staff reports pertaining to commuter oriented bus service are included with this Board agenda. STA staff is recommending the allocation of additional Regional Measure (RM2) bridge toll funds for recently augmented SolanoExpress Bus Service initiated by Solano County Transit (SolTrans) and for marketing of the Solano Express Bus Service. Napa Valley Transportation Authority (NVTA) has requested STA's continued local match funding support for the Vine 21 Route that provides service along SR 12 Jameson Canyon between the cities of Napa, Fairfield and Suisun City. This route continues to gradually increase ridership each year (889 per month in FY 2013-14 to 1,019 per month this fiscal year).

May is the Month for Bike to School, Bike to Work, and Senior Summit 3

The month of May will be busy and provides the public the opportunity to participate in several worthwhile community events in support of Safe Routes to Schools, Mobility of Seniors and People with Disabilities, and Promoting Biking to Work. International Bike to School Day is May 4th. The 18th Annual Regional Bike to Work Day is schedule for May 12th, and Solano County's 3rd Summit focused on Mobility for Senior and People with Disabilities is scheduled for May 6th.

STA Staff Update *

STA's Safe Routes to School Program Administrator, Sarah Fitzgerald, will be leaving the STA this month to join her family in Phoenix, Arizona. She has done an outstanding job managing the SR2S program and she will be missed. The recruitment for her replacement has been initiated. Tiffany Gephart has been hired to fill one of three part-time Safe Routes to Schools Coordinator position. She replaces the recently departed Melissa Vance. Tiffany formerly worked with the Mobility Management Program and is returning to the STA to work with the City of Vallejo and Vallejo School District. This past month, Amy Antunano and Erika Dohina were both promoted from Customer Service Representatives (CSR) to Senior CSRs. They both report to Sean Hurley, who recently took on the responsibility of coordinating the CSRs.

Attachment: STA Acronyms List of Transportation Terms (Updated January 2016)

STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last 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 Act	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	10 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		

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
March 9, 2016

1. BOARD WORKSHOP – FEDERAL LEGISLATIVE

2. CALL TO ORDER

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

MEMBERS

PRESENT:	Norman Richardson, Chair	City of Rio Vista
	Erin Hannigan (Alternate)	County of Solano
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Lori Wilson (Alternate)	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

MEMBERS

ABSENT:	Pete Sanchez	City of Suisun City
	Jim Spering	County of Solano

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Jayne Bauer	Marketing and Legislative Program Manager
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Philip Kamhi	Transit Program Manager – Transit Services
	Judy Leaks	Transit and Rideshare Program Manager
	Sarah Fitzgerald	SR2S Program Administrator
	Robert Guerrero	Senior Project Manager
	Drew Hart	Associate Planner
	Ryan Dodge	Associate Planner

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

Steve Bird	Dixon Vice Mayor and New Alternate Board Member
Terry Bowen	Gray-Bowen-Scott
Carly Broaddus	Vacaville Police Department
Shawn Cunningham	City of Vacaville
Nick Endrawos	Caltrans District 4
Julie Gorwood	Rio Vista Policy Department
George Guynn	Resident, City of Suisun City
Steve Hartwig	City of Vacaville
Jim McCracken	Rio Vista Vice Mayor and New Alternate Board Member
Ron Moriguchi	Caltrans District 4
Tim McSorley	City of Suisun City
Rischa Slade	Solano Community College

3. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

4. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board approved the agenda to include additional presentation on the Vallejo Station Phase B (Item 9.B). (8 Ayes)

5. OPPORTUNITY FOR PUBLIC COMMENT

Rischa Slade, Solano Community College, announced that the proposed student transportation fee to subsidize public transportation to the college was approved by the Solano Community College District Governing Board to be placed before the student population for a vote.

6. SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS

- **Councilmember Steve Bird**
Alternate Member representing the City of Dixon
- **Vice Mayor Jim McCracken**
Alternate Member representing the City of Rio Vista

7. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- STA Board Visits Sacramento
- State Again Cuts State Excise Tax for Local Streets and Roads and the STIP
- STA Public Input Process for the Countywide Transportation Plan Continues with Telephone Town Halls
- Solano County Board of Supervisors Place Local Measure on June Ballot for Local Streets and Roads
- Board Workshop to Discuss 2016 Federal Legislative Session
- Bay Trail/Vine Trail Project Priority for Cycle Three of ATP
- Proposed Contract with County of Solano for Income Verification

8. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

9. STA PRESENTATIONS

A. Caltrans Update on Current SHOPP Projects in Solano County

Presented by: Ron Moriguchi, Caltrans

B. Update on Vallejo Station Phase B

Presented by: Teresa Bowen, Gray-Bowen-Scott

C. Summary of STA's Sacramento Meetings

Presented by: Jayne Bauer

D. Directors Reports:

1. Planning Update on Comprehensive Transportation Plan (CTP) Public Outreach Process

Presented by Robert Macaulay

2. Projects

3. Safe Routes to School Update

Presented by Sarah Fitzgerald

10. CONSENT CALENDAR

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

A. Minutes of the STA Board Meeting of February 10, 2016

Recommendation:

Approve STA Board Meeting Minutes of February 10, 2016.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 24, 2016

Recommendation:

Approve TAC Draft Meeting Minutes of February 24, 2016.

C. Fiscal Year (FY) 2015-16 Second Quarter Budget Report

Recommendation:

Receive and file.

D. Safe Routes to School - Bay Area Bike Mobile Contract

Recommendation:

Authorize the Executive Director to enter into an agreement with Local Motion for an amount not to exceed \$28,000 for 20 Bike Mobile events as specified in Attachment B.

E. Intercity Taxi Scrip Low Income Eligibility Verification

Recommendation:

Authorize the Executive Director to enter into a Memorandum of Understanding (MOU) with the County of Solano for assistance with the low-income verification process for Intercity Taxi Scrip Program.

11. ACTION – FINANCIAL ITEMS

A. North Connector Mitigation Site – Maintenance and Monitoring

Janet Adams noted that the construction of the North Connector Mitigation Site was completed in 2010 by Cagwin & Dorward, Inc. and they have been providing Mitigation Site maintenance since that time and are in the process of completing their 5 years of maintenance and monitoring work. She noted that in order to complete the 5 years of maintenance, staff is recommending the Board authorize the Executive Director to issue a Contract Change Order

to Cagwin and Dorward in an amount not-to-exceed \$4,000 to perform maintenance activities. She added that STA staff is also requesting the Board authorize the Executive Director to issue annual purchase orders or contracts to complete the maintenance activities for the remaining 5 years of the required 10 year maintenance period in a not to exceed amount of \$76,000.

Public/Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to:

1. Issue a Contract Change Order to Cagwin and Dorward in an amount not-to-exceed \$4,000 for North Connector Mitigation Site maintenance activities; and
2. Issue annual Purchase Orders or contracts to complete the maintenance activities for the remaining 5 years of the 10 year maintenance period for a total not-to-exceed amount of \$76,000.

On a motion by Board Member Patterson, and a second by Alternate Board Member Lori Wilson, the STA Board approved the recommendation. (8 Ayes)

12. ACTION – NON FINANCIAL ITEMS

A. Public Safety Enforcement Grant Scope of Work/Request for Proposal (RFP)

Sarah Fitzgerald reviewed the application process for the third round of the grant program seeking to fund up to \$150,000 in best practice Safe Routes to School (SR2S) enforcement activities that can be replicated countywide, based on the success of the two previous rounds of enforcement grants. She noted that the scope of the grant will cover 2 school years 2016-17 and 2017-18. Recommended projects will be presented to the STA Board (anticipated date of June 8, 2016) for award. She added that the SR2S-Advisory Committee approved the scope of work with minor modifications, and they also recommended changing the name of the grant opportunity to “Public Safety Education and Enforcement Grant” from the previous title of “Public Safety Enforcement Grant” to better reflect the education component that is delivered by the police departments as part of this project. Carly Broadus, Vacaville Police and Julie Gorwood, Rio Vista Police provided presentations regarding their city’s SR2S enforcement efforts.

Public/Board Comments:

None presented.

Recommendation:

Approve the following:

1. Authorize the Executive Director to release a request for letters of interest for the Public Safety Enforcement Grant – Round 3; and
2. Approve the Public Safety Enforcement Grant – Round 3 Scope of Work as shown in Attachment A

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

B. Active Transportation Program (ATP) Grant Authorization

Drew Hart reviewed the application process for ATP Cycle 3 – The Bay Trail/Vine Trail Gap Closure Project in Vallejo. He noted STA submitted an application for the Bay Trail/Vine Trail in Cycle 2 which ended up on MTC’s alternate list, indicating the strong performance in the scoring evaluation, but an overall shortage of funds left it just short of being funded. This application would be reviewed, adjusted, and strengthened before being resubmitted for Cycle 3.

The proposed project is the only place where the alignment of the regional trail networks overlap; currently both trail networks are receiving much attention. This gap closure also connects to the Vallejo Ferry Terminal opening up the trail networks to visitors from San Francisco. Tourism dollars coming in through this type of investment would be an economic boost to the city of Vallejo, not to mention the health benefits and increase to property values trails of this kind provide to local neighborhoods. The City of Vallejo is supportive of this project and commitments for local match have been secured.

Public/Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to apply for ATP Cycle 3 funding for the Bay Trail/Vine Trail project.

On a motion by Alternate Board Member Hannigan, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

13. INFORMATIONAL – DISCUSSION

A. Discussion of STA Process for One Bay Area Grant (OBAG) Cycle 2 Funding

Robert Macaulay provided an overview of the STA Process for the One Bay Area Grant (OBAG) Cycle 2 Funding. He explained that MTC has adopted regional guidelines for the second round of OBAG. Robert summarized the evaluation criteria for OBAG 2 and stated that by June 30th, every jurisdiction has to have their complete streets program approved by MTC and have a fully certified housing element in order to be considered for OBAG 2 funding. Mr. Macaulay discussed the committee outreach process and proposed holding a workshop in September for the STA Advisory Committees to identify their priority projects.

NO DISCUSSION

B. Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) Merger Study

C. Legislative Update

D. Summary of Funding Opportunities

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

12. BOARD MEMBER COMMENTS

None.



**TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
March 30, 2016**

1. CALL TO ORDER

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

TAC Members Present:	Graham Wadsworth	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Amanda Dum for Tim McSorley	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Matt Tuggle	Solano County

TAC Members Absent:	Tim McSorley	City of Suisun City
	David Kleinschmidt	City of Vallejo

**STA Staff and Others
Present:**

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Nick Burton	STA
Ryan Dodge	STA
Sarah Fitzgerald	STA
Robert Guerrero	STA
Daryl Halls	STA
Drew Hart	STA
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
John McKenzie	Caltrans
Liz Niedziela	STA
Debbie McQuilkin	STA

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell expressed his concerns regarding the bicycle infrastructure deficiencies and safety issues on McGary Road and along the I-80 Corridor.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

- **TAC/Solano Planning Directors Input to ABAG/MTC Merger Study**

Presented by: Dan Marks, Management Partners

Dan Marks provided an overview of the ABAG/MTC Merger Study. Members of the STA TAC and STA Staff summarized their introduction with both regional agencies.

- **Update on Fairfield/Vacaville Train Station**

Presented by: George Hicks, City of Fairfield

5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by George Hicks, the STA TAC approved Consent Calendar Item A through F. (7 Ayes)

A. Minutes of the TAC Meeting of February 24, 2016

Recommendation:

Approve TAC Meeting Minutes of February 24, 2016.

B. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report

Recommendation:

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

C. Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Quarter 2 Report

Recommendation:

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

D. Regional Measure 2 SolanoExpress Funding

Recommendation:

Forward a recommendation to the STA Board to approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.

E. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2016-17.

F. Contract Extension for Countywide ADA Assessments – C.A.R.E Evaluators

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to execute a one year contract extension with C.A.R.E. Evaluators with an amount not-to-exceed \$213,300.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON FINANCIAL ITEMS

A. Strategic Projects Online Tracking (SPOT) Solano

Anthony Adams commented that since no further edits were received since the Strategic Project Online Tracker (POT) was last presented at the February 24th meeting, staff is recommending Board approval at their April 13, 2016 meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the Strategic Project Online Tracker.

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (7 Ayes)

B. Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan

Anthony Adams noted that STA staff is recommending that the list be updated to include the City of Vacaville's Lagoon Valley Blvd Interchange on I-80 in the new 3-Year PID work plan for FY 2016-17 through FY 2018-19. He added that Vacaville is currently working with Caltrans to complete their project, and that no other project sponsor has requested to be included at this time. He also noted that project sponsors requesting a PID will be responsible for reimbursing Caltrans for their oversight, if applicable.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2016-17 3-Year PID Work Plan as specified in Attachment A and forward to Caltrans.

On a motion by Joe Leach, and a second by Shawn Cunningham, the STA TAC approved the recommendation. (7Ayes)

C. Legislative Update

Jayne Bauer reviewed the two bills staff is recommending for support positions; Assembly Bill (AB) 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds and Senate Bill (SB) 1128 (Glazer) – Commute benefit policies

Recommendation:

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

- AB 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds - *support*
- SB 1128 (Glazer) – Commute benefit policies – *support*

On a motion by George Hicks, and a second by Dave Melilli, the STA TAC approved the recommendation. (7 Ayes)

8. INFORMATIONAL – DISCUSSION

A. Discussion of Maintenance of Effort Process for Proposed Local Streets and Roads Funding

Anthony Adams provided examples of currently adopted policies by several adjacent counties who have identified their maintenance of effort requirements. He commented that the term “maintenance of effort” (MOE) is being used to describe that jurisdictions must continue funding roadway maintenance at the same level they were prior to receiving any new revenue from a new proposed local funding source. Graham Wadsworth summarized the MOE for Napa’s local streets and roads measure. This item will be brought back to the TAC for more discussion.

B. Comprehensive Transportation Plan (CTP) Public Input Update and Public Agency Responses

Robert Macaulay provided an update to the CTP Public Input process. He distributed a summary of the comments/responses, specified to each agency, collected by the STA by way of online survey, mailer, phone and email. He noted that all those who contacted STA and provided contact information have already received an acknowledgement from STA.

Daryl Halls added that STA is reviewing all of the public comments. To date, 546 specified comments on local streets and roads have been identified and are being forwarded to the respective local city. He noted that the information provided by staff was requested by the STA Board to provide to the City Managers and County Administrator for further response as appropriate.

C. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2016-17

Janet Adams reported that the FY 2016-17 Local TDA Funds is \$481,422 and the Members Contributions is \$230,429 using the approved indexing policy. She added that the total TDA (-5.4%) and members’ contribution (-38.12%) from the member agencies for the FY 2016-17 is reduced by \$169,299 due to the adjustments to the MTC’s annual TDA funding estimates and reduction to the 2015 Gas Tax revenue received by Member Agencies.

D. Project Delivery Update

Anthony Adams provided an update to projects that have not sent in invoices in the past 6 months. He noted that there are a total of 4 inactive projects in Solano County this month, with 1 of them coming from the STA, 1 from Solano County, 1 from Caltrans, and 1 from Vallejo. The STA is in the process of invoicing for the Safe Routes to Schools Program which is listed as inactive project now, and it should be off the list by next month.

NO DISCUSSION ITEMS

E. Summary of Funding Opportunities

F. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for April and May 2016 were presented.

10. ADJOURNMENT

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

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

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DATE: March 25, 2016
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Authorization to Buyout the STA Leased Copiers

Background:

In April 2012, the Solano Transportation Authority (STA) entered into a four-year lease contract with Konica Minolta Solutions for two (2) network copiers, which expires in May 2016. Over the past four years, STA has reduced its printing of materials for the STA Board and Advisory Committee meetings by making all staff reports available online and electronic devices, including activities for planning, program, and project activities. However, STA staff still requires a comprehensive printing system and equipment for its efficiency, reliability, and professional finishing at a cost effective rate.

Discussion:

The current copiers leased from Konica Minolta for the last four (4) years is ending May 1, 2016. These copiers are still in good working condition, and Administration staff have adopted and mastered the use of it, and the maintenance services from Konica Minolta are reliable. As a result an inquiry on extending the lease was made. Currently the machines are leased for \$1,255 per month with the Service and Maintenance costs, based on the number of copies, approximately \$709/month.

Konica Minolta doesn't want to extend the lease as the lease cost was based on their recovery of the equipment upfront costs. However, they did provide a proposal to buy the machines and continue with the Service and Maintenance. Staff has prepared a comparison of the several 3 options:

Two copier providers were invited to submit their cost proposal, Ray Morgan Company for Canon copiers and Konica Minolta Business Solutions, Inc. The proposals of these providers was reviewed along with the consideration for a buyout of the current leased copiers, which is scheduled to expire on May 1, 2016. A summary of this comparison is provided in Attachment A.

Based on the assessment of the equipment options and the comparison costs, staff recommends the buyout option of the current copiers with considerations of a new copiers lease option if the existing copiers will not suffice the expected equipment life expectancy. This recommendation is a savings of approximately \$21,244 for three years over the lowest lease bid.

Fiscal Impact:

The buyout option for the two leased copiers from Konica Minolta Business Solutions, Inc. will result in a total three year cost of \$46,000 and result in a savings to STA's three-year budget of approximately \$22,848.

Recommendation:

Authorize the Executive Director:

1. To enter into a buyout option for two copiers under the lease agreement with Konica Minolta Business Solutions, Inc. for an amount not to exceed \$11,002; and
2. To enter into a three-year service and maintenance agreement for two copiers for an estimated amount of \$35,000.

Attachment:

- A. Comparison of Buyout Lease Options

1. Buyout for the two (2) leased copiers:

Buyout in the amount of \$11,001.92 as of May 1, 2016.

Service and Maintenance will increase @ 10% per year for three years, the estimated end of the machines life span. At the end of three years it is estimated that the machines will need to be replaced and at that time, staff would than seek lease proposals.

Maintenance cost, which includes service labor, repairs, parts and supplies such as toners and ink, will increase by 15% for the first year and 10% increase for the second and third year.

Copier Type	Maintenance Cost Rate per Page			
	Current	First Year	Second Year	Third Year
C7000 - Color	\$.043	\$.049	\$.054	\$.059
C7000 – B/W	\$.006	\$.0069	\$.00759	\$.00835
950 – B/W	\$.0036	\$.0041	\$.0451	\$.00496
Total/month	\$709/mo	\$853/mo	\$939/mo	\$1,033/mo

This option will result on a budget cost for FY 2016-17 of \$21,244, which includes the buyout, for an overall savings of \$1,421. The cost for FY 2017-18 of \$11,267 and FY 2018-19 of \$12,933. *The total three-year cost is \$45,444.*

2. Konica Minolta newest model of the identical copier systems.

The term of the lease is 36-months at a monthly lease cost of \$1,188 and the monthly maintenance cost of approximately \$709. *The total three-years for this new lease and maintenance cost is approximately \$68,292.*

Copier Type	Maintenance Cost per page	
	Current Cost	New Proposed
C1070 - Color	\$.043	\$.04
C1070 – B/W	\$.006	\$.01
951 – B/W	\$.0036	\$.0036
Total/month	\$709/mo	\$709/mo

3. The Ray Morgan Company has offered their proposal for a similar model from Canon.

The Canon Image Press C700, a color copier, at the 36-months lease term for a monthly cost of \$1,341 and the Canon IR Advance 8205, a black and white copier, at the 36-months lease term for a monthly cost of \$898, combined monthly cost of \$2,239. The total cost for the 36-months lease of the two equipment is \$80,604.

Copier Type	Maintenance Cost per page	
	Current Cost	New Proposed
C700	\$.043	\$.045
8205 B/W	\$.0036	\$.0049
Total/month	\$709/mo	\$782/mo

The Ray Morgan Company’s total three years cost for the lease and the maintenance cost is approximately \$108,756.

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DATE: March 4, 2016
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

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

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

Discussion:

For the Second Quarter of FY 2015-16, STA received the allocation from the State Controller's Office in the amount of \$88,897 and has deducted \$2,667 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$72,329. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$47,845.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2015-16 and is compared to the total FY 2014-15 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total program activities at 70% compared to the FY 2014-15.

The Cities of Benicia, Dixon and Vacaville are well on their way to meet or exceed total vehicles abated as compared to the total for FY 2014-15. The City of Vallejo has already abated more vehicles in FY 2015-16 than in all of FY 2014-15. The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter.

Overall, the program is at 70% of total vehicles abated from the previous fiscal year with only 50% of the year completed.

Fiscal Impact:

None

Recommendation:

Receive and file.

Attachment:

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

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2015-16 and FY 2014-15
Second Quarter Ending December 31, 2015**

Member Agency	FY 2015-16 (Q1 & Q2)				FY 2014-15		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	215	\$5,045	\$23	63%	341	\$8,627	\$25
City of Dixon	118	\$9,066	\$77	71%	166	\$17,561	\$106
City of Fairfield	917	\$28,639	\$31	51%	1,805	\$53,782	\$30
City of Rio Vista	0	0	0	0	0	0	0
City of Suisun City	87	\$10,202	\$118	52%	168	\$32,740	\$195
City of Vacaville	53	\$23,653	\$446	82%	65	\$40,485	\$623
City of Vallejo	1,453	\$83,108	\$57	103%	1,409	\$217,743	\$155
Solano County Unincorporated area	17	\$2,784	\$163	12%	145	\$6,887	\$47
Total	2,860	\$162,497	\$57	70%	4,099	\$377,823	\$93

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$47,845. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller’s Office allocation for the third quarter FY 2015-16.



DATE: March 31, 2016
 TO: STA Board
 FROM: Debbie McQuilkin, Transit Mobility Coordinator
 RE: Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Quarter 2 Report

Background:

On July 12, 2013, the Solano Transportation Authority (STA), Solano County’s five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when the program was initiated in February 2010 following the dissolution of Solano Paratransit in 2009 by the STA at the request of the City of Fairfield. Vacaville transferred the lead role to Solano County in July 2013.

On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This staff request provides information on the Intercity Taxi Program’s performance through Quarter 2 (Q2) of Fiscal Year (FY) 2015-16 (October 1, 2015-December 31, 2015).

Discussion:

STA staff has completed review of operations in the Second Quarter of FY 2015-16. The following provides average quarterly program information and FY 2015-16 Q1 and Q2 program information, in order to provide comparable data:

	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-16	2015-16
	Quarterly Average						Q1	Q2
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201	1,212
Fare Revenue	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015	\$18,180
Passenger Trips	918	1,484	2,411	3,195	2,961	3,206	3102	3169
Cost	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278	\$164,115
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%	11%

There have been minor increases in service use to the program from FY 2015-16 between Q1 and Q2.

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares that will be effective on July 1, 2016.

The cost of scrip booklets have been increased from the current level of \$15 for \$100 worth of scrip to:

- \$40 for \$100 worth of scrip for American Disability Act (ADA) Certified Individuals
- \$20 for \$100 worth of scrip for low income ADA Certified Individuals

This fare adjustment is projected to improve the program's farebox recovery ratio and increase the supply of taxi scrip to be available next fiscal year. Currently, the taxi scrip sells out every month in every city except for Rio Vista.

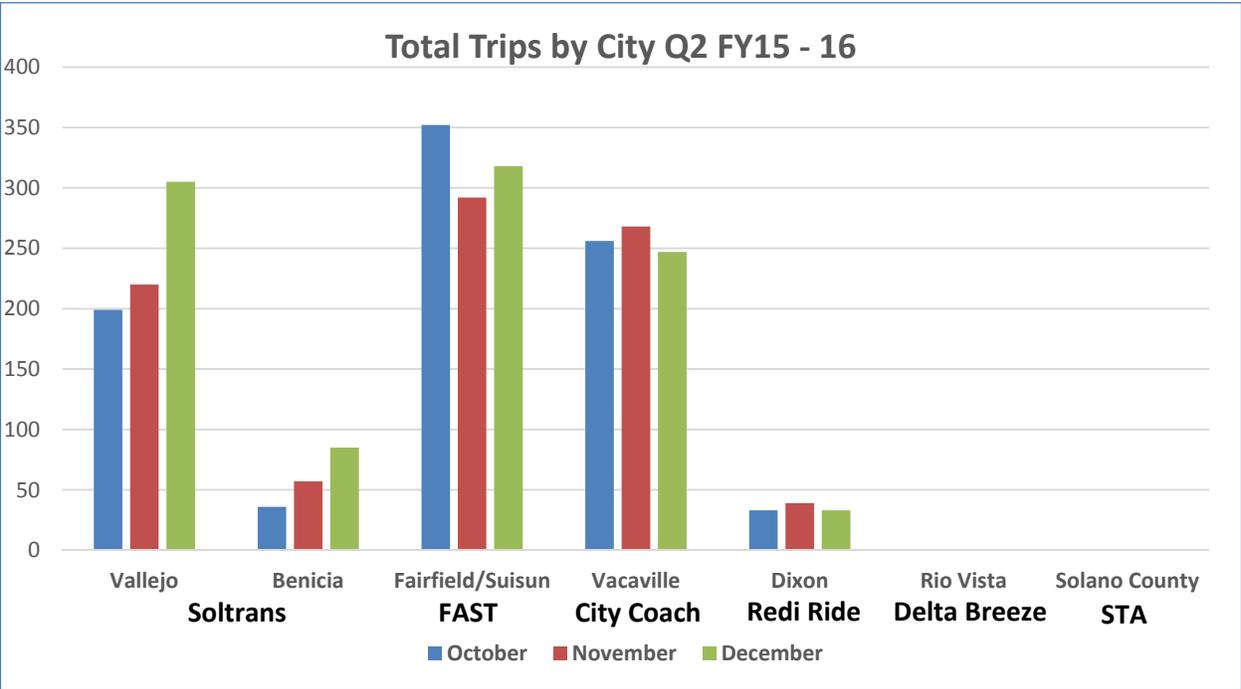
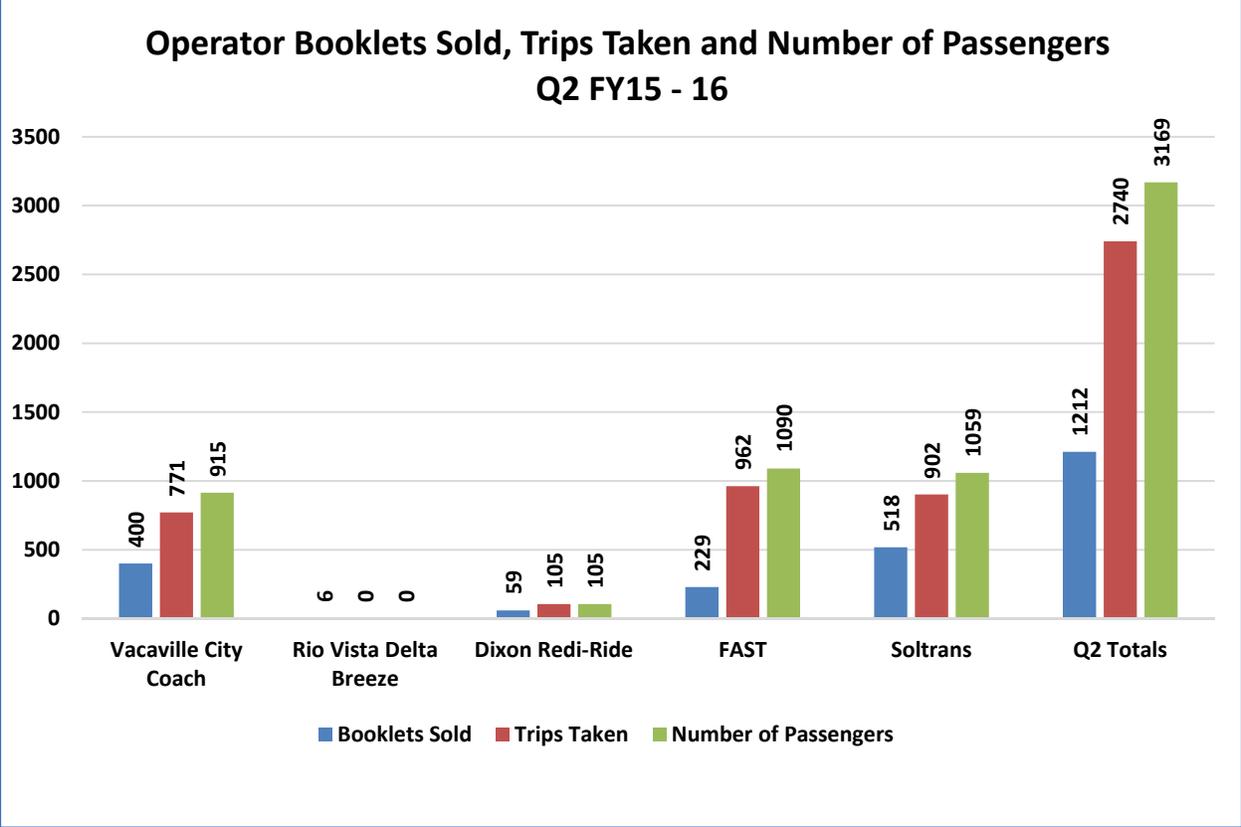
The low-income discount fare are available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care. STA staff have been working with the Solano County Department of Health and Social Services to identify passengers that are eligible for this discount fare. Attachment B contains samples of materials that will be used to inform the taxi scrip program participants of these changes.

Recommendation:

Receive and file.

Attachments:

- A. Intercity Taxi Scrip FY 2015-16 Q2 Data
- B. Taxi Scrip Fare Change Public Information Materials



Total Operator Booklets Sold, Trips Taken and Number of Passengers Q1 and Q2 FY15 - 16 Comparison



*Passengers may exceed trips taken due to shared rides

Attention

Solano Taxi Scrip Participants

There will be a Fare Increase Effective July 1, 2016. The cost of the scrip booklets will be:

- \$40 for \$100 worth of scrip for ADA Certified Individuals
- \$20 for \$100 worth of scrip for low income ADA Certified Individuals*

*The low income discount fare is for ADA certified passengers meeting the criteria for one of these low income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKS, PG&E Care.

Please call **1-800-535-6883** or email solanotaxiscrip@sta.ca.gov for more information.

SOLANO COUNTY INTERCITY TAXI SCRIP PROGRAM

(FOR ADA CERTIFIED INDIVIDUALS)



Fare Change Effective July 1st, 2016

New Prices

- ▶ \$40 for \$100 worth of scrip for ADA certified individuals
- ▶ \$20 for \$100 worth of scrip for low-income ADA certified individuals*

* Those already qualified for the following low-income programs:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKS, and PG&E Care.

If you are interested in qualifying for the low-income discount, contact the Solano Mobility Call Center at 800-535-6883 or email at solanotaxiscrip@sta.ca.gov

What does this fare change accomplish?

- ▶ Increases availability of Intercity Taxi Scrip by 25%
- ▶ Financially sustains the program
- ▶ Fare rate remains lower than all other local taxi scrip programs in Solano County
- ▶ Provides capacity to add non-ambulatory service in the future
- ▶ Allows low fare option for low income, ADA certified individuals



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707-399-3239



800-535-6883

www.solanomobility.org
solanotaxiscrip@sta.ca.gov

Español PROGRAMA DE VALES (SCRIP) DE TAXI INTERURBANO DEL CONDADO DE SOLANO
(PARA PERSONAS CERTIFICADAS CONFORME A ADA)

Cambio de tarifas Vigente a partir del 1º de Julio de 2016

Nuevas tarifas

- \$ 40 por \$100 en vales para las personas certificadas
- \$20 por \$100 en vales para las personas certificadas de bajos ingresos*

* Las que ya calificaron para los siguientes programas de bajos ingresos:

Medi-Cal, Ingresos Suplementales de Seguridad, Asistencia General del Condado de Solano, CalFresh, CalWORKs, y PG&E Care.

Si usted está interesado en calificar para el descuento de bajos ingresos, comuníquese con el Centro de Llamadas de Movilidad de Solano al 800-535-6883 o por correo electrónico a solanotaxiscrip@sta.ca.gov

¿Qué se logra con este cambio de tarifas?

- Se aumenta la disponibilidad de vales de taxi interurbano en un 25%
- El programa se sostiene financieramente
- Las tarifas siguen siendo más bajas que todos los demás programas de vales de taxi local en el condado de Solano
- Se tiene la capacidad para agregar un servicio no ambulatorio en el futuro
- Permite una opción de tarifa baja para las personas de bajos ingresos certificadas conforme a ADA

Por favor visite nuestro sitio web o llame para obtener más información al:

800-535-6883 or www.solanomobility.org

Tagalog PROGRAMA NG INTERCITY TAXI SCRIP NG SOLANO COUNTY
(PARA SA MGA INDIBIDUWAL NA SERTIPIKADO NG ADA)

Pagbabago sa Pasahe Epektibo sa Hulyo 1, 2016

Mga Bagong Presyo

- \$40 para sa \$100 na halaga ng scrip para sa mga indibiduwal na sertipikado ng ADA
- \$20 para sa \$100 na halaga ng scrip para sa mga indibiduwal na may mababang kita na sertipikado ng ADA*

* Iyong mga kuwalipikado na sa sumusunod na mga programa para sa may mababang kita:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, at PG&E Care.

Kung interesado kayo na maging kuwalipikado sa diskuwento para sa may mababang kita, kontakin ang Solano Mobility Call Center sa 800-535-6883 o magpadala ng email sa solanotaxiscrip@sta.ca.gov

Ano ang nagagawa ng pagbabagong ito ng pasahe?

- Nagdaragdag ng paggamit sa Intercity Taxi Scrip ng 25%
- Pinapanatili ang pinansiyal na kakayahan ng programa
- Ang halaga ng pasahe ay nananatiling mas mababa kaysa sa lahat ng iba pang mga programa ng lokal na taxi scrip sa Solano County
- Nagkakaloob ng kakayahan na magdagdag ng non-ambulatory na serbisyo sa hinaharap
- Nagpapahintulot sa opsiyon ng mababang pasahe para sa may mababang kita, mga indibiduwal na sertipikado ng ADA

Mangyaring bumisita sa aming website o tumawag para sa higit na impormasyon sa:

800-535-6883 or www.solanomobility.org

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DATE: March 31, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: Regional Measure 2 SolanoExpress Funding

Background:

In March 2004, Bay Area voters passed Regional Measure 2 (RM2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916. Specifically, RM2 established the Regional Traffic Relief Plan and identified specific capital projects and programs, and transit operating assistance eligible to receive RM2 funding. A local match is not required for RM2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by MTC.

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain transit operating projects through FY 2015-16. Escalation funds were withheld by MTC in FY 2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. MTC staff believes there are now sufficient RM2 toll revenues to allocate a total of \$1.4 million in escalation funds for eligible transit operating projects. In addition to escalation, MTC staff is applying funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from regional express bus routes that did not meet RM2 Operating performance standards.

Discussion:

Based on this additional RM2 operating funding being available, at the May 2015 MTC meeting, the STA was approved for \$738,000 in annual RM2 funding to be used for expanded express bus service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 1. In the interim, STA staff discussed with MTC plans to allocate this funding to costs associated with the Phase 2 Transit Corridor Study, and to implement interim expansions to the SolanoExpress system in partnership with Fairfield and Suisun Transit

(FAST) and Solano County Transit (SolTrans) that are synergistic with the Transit Corridor Study Phase 1 service concepts.

At the July 8, 2015 STA Board Meeting, the STA Board approved a recommendation to program \$738,000 of Regional Measure 2 (RM2) funding to be used in FY 2015-16 for the Transit Corridor Study Phase 2 and associated system planning and implementation (\$421,000) and for SolanoExpress interim service expansion on Routes 40, 78, 80 and 90 (\$317,000).

Although the STA Board has authorized the programming of the \$421,000 of RM2 for the Transit Corridor Study Phase 2 and associated system planning and implementation, MTC has requested that the STA use this funding for specific activities. In particular, they will allocate the funding as follows:

- \$130,500 for express bus planning
- \$80,000 for the marketing of new/modified express service
- \$40,000 for implementation related tasks (i.e. mapping)

The remaining \$170,500 of RM2 funding was listed by MTC as To Be Determined (TBD), and is currently available to be used for additional planning and/or operations per the RM2 criteria.

STA staff recommends programming the \$170,500 of remaining RM2 funding to SolTrans for adjustment to their recent SolanoExpress expansion, and for marketing of new/enhanced SolanoExpress service as shown in Attachment A.

At the March 2016 meetings of the SolanoExpress Intercity Transit Consortium, and the STA TAC this item was unanimously approved.

Fiscal Impact:

STA's SolanoExpress will receive up to \$738,000 of RM2 funding from MTC for FY 2015-16.

Recommendation:

Approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.

Attachment:

- A. RM2 Service Enhancements

SolTrans

Additional Express Service added November 2015

Route	Description	Daily Hours	Hourly Rate	FY 15/16 Days	FY 15/16 Hours	Total Cost	Revenue	Net Cost	RM2 Currently Allocated	Additional RM2 Needed
80	Expand to add Sunday service	25	\$ 117.65	34	850	\$ 100,000	\$ 50,000	\$ 50,000	\$ 40,000	\$ 10,000
78	Expand to add Sunday service, Sunday replaces 80s	2	\$ 117.65	34	68	\$ 8,000	\$ 2,500	\$ 5,500	\$ -	\$ 5,500
78	Increase frequency weekdays mid-days and evenings	10	\$ 118.06	155	1550	\$ 183,000	\$ 55,000	\$ 128,000	\$ 60,000	\$ 68,000
						\$ 291,000	\$ 107,500	\$ 183,500	\$ 100,000	\$ 83,500

SolanoExpress RM2 Marketing

	Description	Total Cost	RM2 Currently Allocated	Additional RM2 Needed
RM2 Marketing	Develop marketing campaign strategy and implementation plan. Distribute materials to inform public/riders of upcoming changes inclusive of: Various posters/signage/takeaways, newspaper announcements, press releases, TV/Radio spots (media buys), websites/social media, partnerships with stakeholders (i.e. Solano College, employers)	\$ 134,000	\$ 80,000	\$ 54,000
	Develop templates for new maps, schedules and signage to be posted and distributed as replacements to all prior system information			
	SolanoExpress Marketing of current/expanded services	\$ 33,000	\$ -	\$ 33,000
		\$ 167,000	\$ 80,000	\$ 87,000

RM2 "TBD" Available:	170,500
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SolTrans SolanoExpress Expansion	\$ 83,500
RM2 Marketing	\$ 87,000
	<u>\$ 170,500</u>

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DATE: March 31, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTa)

Background:

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this segment of SR 12 live in Solano County and work in Napa County. In 2014, STA, Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority) and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. STA and Napa Valley Transportation Authority (NVTa) co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

In January 2006, STA and NVTa conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In July 2013, after receiving a Caltrans grant, NVTa, with concurrence of STA, started operating VINE 21 Express Bus service between Downtown Napa, Fairfield Transportation Center and Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. In Fiscal Year (FY) 2013-14, the annual ridership was 10,668 passenger boardings (an average of 889 passengers per month). In FY 2014-15, the annual ridership increased to 11,696 passenger boardings (an average of 975 passengers per month). Through the first 5 months of FY 2015-16, there have been 5,094 passenger boardings (an average of 1,019 passengers per month).

Discussion:

STA provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15 and FY 2015-16. The NVTa is requesting STA to continue to provide a financial match funding for FY 2016-17 (Attachment A). The letter incorrectly requests funding for FY 2015-16. Attached is the funding for the construction of Route 21. Staff is recommending to continue this service and the requested contribution of \$30,000.

At the March 2016 meetings of the SolanoExpress Intercity Transit Consortium, and the STA TAC this item was unanimously approved.

Fiscal Impact:

The fiscal impact to STA is \$30,000. State Transit Assistance funds (STAF) has already been set aside as part of the STA's FY 2016-17 budget.

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2016-17.

Attachments:

- A. NVTa Request Letter for Route 21, dated February 17, 2016
- B. Route 21 FY 2015-16 Service Statistics **43**



625 Burnell St. Napa, CA 94559-3420
 Tel: (707) 259-8631
 Fax: (707) 259-8638



February 17, 2016

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

RE: Local Contribution Solano-Napa Express: Route 21 to Fairfield/ Suisun City

Dear Daryl:

Thank you for partnering with the Napa Valley Transportation Authority to provide Vine Route 21 bus service along State Route 12 Jameson Canyon connecting the counties of Solano and Napa. STA supported this endeavor by contributing \$30,000 towards operating costs, a critical component to meet the necessary budget in FY2014-15.

Together, we've achieved several positive milestones including:

- Continued funding since program inception
- Decrease in traffic volumes and congestion along SR 12
- Reduction in greenhouse gas emissions
- Improvements in mobility and safety
- Positive growth in passenger since service began on July 1, 2013
- Giving passengers more transportation options

Table 1, below, summarizes ridership by month, fare revenues, farebox ratio, and shows how ridership has consistently grown over the last three fiscal years.

Table1: Ridership Results FY2013-14

Month	Passengers	Farebox Revenues	F/B Ratio
July 2013	569	\$786	5.15%
August 2013	761	\$1,077	6.81%
September 2013	991	\$1,251	8.38%
October 2013	983	\$1,671	9.72%
November 2013	818	\$1,581	10.14%
December 2013	726	\$1,458	9.23%
January 2014	849	\$1,657	10.71%
February 2014	995	\$1,856	13.19%
March 2014	983	\$1,864	7.85%
April 2014	1,136	\$1,873	7.26%
May 2014	1,033	\$1,631	6.43%
June 2014	822	\$1,556	6.41%
<i>STA Contribution</i>		\$22,500	-
TOTALS	10,666	\$40,763	12.19%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table2: Ridership Results FY14-15

Month	Passengers	Farebox Revenues	F/B Ratio
July 2014	907	\$1,268	4.71%
August 2014	1,113	\$2,201	8.22%
September 2014	1,306	\$2,295	8.20%
October 2014	1,246	\$2,178	8.02%
November 2014	951	\$1,763	7.13%
December 2014	849	\$1,644	6.15%
January 2015	797	\$1,663	6.50%
February 2015	953	\$1,226	4.73%
March 2015	876	\$1,444	5.54%
April 2015	941	\$1,676	6.26%
May 2015	973	\$1,656	6.51%
June 2015	784	\$1,492	5.33%
<i>STA Contribution</i>		\$30,000	-
TOTALS	11,696	\$50,506	15.95%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table3: Ridership Results FY15-16 Year-to-Date

Month	Passengers	Farebox Revenues	F/B Ratio
July 2015	897	\$1,739	6.35%
August 2015	797	\$1,623	6.23%
September 2015	1,024	\$1,778	6.81%
October 2015	1,191	\$2,071	7.76%
November 2015	1,185	\$2,139	9.12%
December 2015			
January 2016			
February 2016			
March 2016			
April 2016			
May 2016			
June 2016			
<i>STA Contribution</i>		\$	-
TOTALS	5,094	\$9,350	7.21%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Still, more effort will be needed to make the route sustainable. Given the stepped up marketing plan, Vine rebranding, and the introduction of new buses in the spring, we believe that ridership could go up as much as 40% in the coming year. Until that time, we need additional revenues to meet the farebox ratio requirement and support the operating budget. We are requesting that STA contribute \$30,000 towards Route 21 again this year.



625 Burnell St. Napa, CA 94559-3420
Tel: (707) 259-8631
Fax: (707) 259-8638

We appreciate that your staff has provided its support and revenues to make this route a success. We strongly believe that we can work together to make it a viable option to connect our two counties.

Please contact me at 707-259-8634 or kmiller@nctpa.net or Antonio Onorato at 707-259-8779 or aonorato@nctpa.net if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kate Miller', with a long, sweeping horizontal line extending to the right.

Kate Miller
Executive Director

cc: Liz Nardelli, STA
Antonio Onorato/NCTPA

VINE Route 21
 Napa- Solano Express
 FY2015-16

Actual Expenses Through Feb 2016

	July	August	September	October	November	December	January	February	March	April	May	June	TOTALS
Ridership	897	797	1,024	1,191	1,185	1,582	1,374	1,621	1,050	1,120	1,160	940	13,941.00
Service Hours	425.04	386.18	387.24	406.29	351.12	406.56	369.99	388.08	406.56	404.99	369.02	405.65	4,706.72
Purchase Transportation Rate	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	\$ 65.19	
Purchase Transportation Expense	\$ 27,708.36	\$ 25,175.07	\$ 25,244.18	\$ 26,486.05	\$ 22,889.51	\$ 26,503.65	\$ 24,119.65	\$ 25,298.94	\$ 26,503.65	\$ 26,401.30	\$ 24,056.41	\$ 26,444.32	\$ 306,831.08
Fuel	\$ 2,898.94	\$ 2,394.71	\$ 2,775.98	\$ 3,152.50	\$ 2,431.17	\$ 2,407.00	\$ 2,144.09	\$ 2,036.72	\$ 2,638.57	\$ 2,628.39	\$ 2,394.94	\$ 2,632.67	\$ 30,535.68
Total Direct Costs	\$ 30,607.30	\$ 27,569.78	\$ 28,020.16	\$ 29,638.55	\$ 25,320.68	\$ 28,910.65	\$ 26,263.74	\$ 27,335.66	\$ 29,142.22	\$ 29,029.68	\$ 26,451.35	\$ 29,076.99	\$ 337,366.75
Farebox	\$ 1,739.12	\$ 1,623.20	\$ 1,777.51	\$ 2,070.53	\$ 2,139.33	\$ 2,474.11	\$ 1,493.74	\$ 1,541.94	\$ 1,500.00	\$ 1,800.00	\$ 1,800.00	\$ 1,450.00	\$ 21,409.48
Net Costs	\$ 28,868.18	\$ 25,946.58	\$ 26,242.65	\$ 27,568.02	\$ 23,181.35	\$ 26,436.54	\$ 24,770.00	\$ 25,793.72	\$ 27,642.22	\$ 27,229.68	\$ 24,651.35	\$ 27,626.99	\$ 315,957.27

FTA 5311F	\$ 186,000.00
Local	\$ 129,957.27
Local Breakdown	
STA	\$ 30,000.00
NVTA TDA Funds	\$ 99,957.27

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DATE: April 1, 2016
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Bicycle Advisory Committee (BAC)'s Letter of Support for Pleasants Valley Road Project

Background:

Solano County has identified a section of Pleasants Valley Road to receive safety improvements. The improvements over the 4.6 miles of county road include adding a 4-foot shoulder on either side and straightening the road. The change in road design is to provide room for correction when cars drift and will also allow for safer road conditions as different types of users mix. Because of the safety benefits for cyclists, this project has been on the radar of the STA Bicycle Advisory Committee (BAC). The project is currently listed as a Tier 1 project for the BAC.

Solano County staff have secured funding for the project to begin construction this summer.

Discussion:

The project has been the subject of much discussion from the public—some in support of the project, and some in opposition. Members of the BAC have attended all of the public meetings hosted by the County as information sessions. BAC members have also listened to both sides of the argument through their daily interaction with local residents and frequent users of the road.

At the January 2016 BAC meeting, it was suggested by BAC members to write a letter of support of this project. Attachment A is the letter of support drafted by the BAC through efforts at the March 2016 BAC meeting and a subsequent working group meeting. In order to forward a letter from the BAC, the BAC is an advisory committee to the STA Board is required to obtain STA Board concurrence.

Fiscal Impact:

None.

Recommendations:

Approve the BAC's letter of support for the Pleasants Valley Road Project to be forwarded on to the Solano County Board of Supervisors.

Attachment:

- A. STA BAC Letter of Support for the Pleasants Valley Road Safety Project

Solano County Board of Supervisors,

Solano County's Pleasants Valley Road Improvement Project has recently received much public attention as the date for construction draws near. The STA Bicycle Advisory Committee (BAC), wishes convey its support of this safety project.

Pleasants Valley Road has one of the highest crash rates in Solano County. The goal of this project is to reduce the number and severity of vehicular and bicycle accidents along this corridor by straightening the road and adding countywide standard shoulders.

We commend the County Department of Resource Management staff for the extensive efforts to thoroughly evaluate and deliver this project. The County hosted informative public meetings, listened to many comments, offered to meet with residents on site, researched state and national studies, commissioned a tree study, adjusted design to fit within existing right-of-way, and made decisions grounded in facts. Members of the BAC have attended these public meetings, talked with residents, and have an understanding of the issues from both sides. Ultimately, the BAC is at the opinion that the #1 priority is safety. The BAC collectively supports this project.

Sincerely,

The STA Bicycle Advisory Committee



DATE: March 22, 2016
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan

Background:

A Project Initiation Document (PID) is a preliminary engineering report that is required for Caltrans and local agency relinquishment projects. In summary, the PID defines the scope, schedule, and estimated cost of a project (in addition to other Caltrans required information). Caltrans requests the STA develop a 3-year PID work plan for all Solano County Projects to assist in prioritizing their work plan and budgets for working with local agencies. This list is updated annually.

Discussion:

The current 3-year PID work plan covers Fiscal Years (FY) 2016-17 through FY 2018-19 and includes the following project:

1. City of Vacaville's Lagoon Valley Blvd Interchange on I-80

In consultation with project sponsors, STA staff is recommending that the list be updated to include only one project for the new 3-Year PID work plan as specified in Attachment A. Vacaville is currently working with Caltrans to complete their project. No other project sponsor has requested to be included at this time. The project sponsor will continue to work directly with Caltrans upon approval by the STA Board. Project sponsors requesting a PID will be responsible for reimbursing Caltrans for their oversight, if applicable.

At their March 30th, 2016 meeting, the STA TAC approved the recommendation.

Fiscal Impact:

None to the STA. City of Vacaville will be responsible for financing the PID development with Caltrans.

Recommendation:

Approve the FY 2016-17 3-Year PID Work Plan as specified in Attachment A and forward to Caltrans.

Attachment:

- A. FY 2015-16 3-Year PID Work Plan

D4 FY14-15 Non-SHOPP PID WORKLOAD - SOL

Number	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	K-Phase EA	Project ID Number	PPNO	Status at Beginning of FY	% Complete at Beginning of FY	1st Qtr PID Status	1st Qtr % Complete	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Dist Dir Approval Date (MM/DD/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Programming Cycle(s)	PA/ED	Programming Cycle(s)	Federal Funding (Y/N)	Local Funding (Measure/Other/Bo th/NA)	Other State Funding (Bond, CMAQ, TCRP, ARRA, Other_NA)	Type of PID	Project Manager	Project Sponsor	Implementing Agency	District/OPSC Comments	File Location of Completed PID
1	Reim	Y	04-2482-A1	IQA	SOL	80	23.1	23.2	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville	3A790	0400020061	NA	Proposed	0	Active	5	?	?		6.0	1.3	NA	NA	N	Other	NA	PSR-PR	Osama Elhamshary	City of Vacaville	City of Vacaville	Not on RTP: no Fed fund, no significant regional impact		



DATE: March 30, 2016
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Reappointment to the Paratransit Coordinating Council

Background/Discussion:

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. All positions on the PCC are currently fully appointed (Attachment A).

PCC Member Judy Nash term as Public Agency-Education (Solano College) will expire in April 2016. Ms. Nash is interested in securing another three year term. Judy Nash has been serving on the PCC since 2010 and if reappointed, this would be her third term on the PCC.

Judy Nash also serves on the Solano Seniors and People with Disabilities Transportation Advisory Committee. She participated in the Senior Summits I & II. At Summit I, she volunteered to sit on the panel to discuss transit challenges for Solano Community College students with disabilities. Judy Nash is dedicated in presenting a voice for students with disabilities.

At the March 2016 meeting, the Paratransit Coordinating Council unanimously approved forward a recommendation to the STA Board to reappoint Judy Nash as the Public Agency-Education for an additional three (3) year term to the PCC.

Recommendation:

Reappoint Judy Nash as the Public Agency-Education for an additional three (3) year term to the Paratransit Coordinating Council.

Attachment:

- A. PCC Membership Status (March 2016)

Solano County
Paratransit Coordinating Council
Membership Status
March 2016

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2018	
Lyll Abbott	Member at Large		July 2014	July 2017	
Richard Burnett	MTC PAC Representative		December 2012	December 2018	
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016	
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016	
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018	
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	June 2016	January 2016
Rachel Ford	Social Service Provider	Wellness/ Recovery Unit	February 2016	February 2019	
Cynthia Tanksley	Transit User		February 2015	February 2018	
Ernest Rogers	Transit User		June 2014	June 2017	January 2016
Kenneth Grover	Transit User		June 2014	June 2017	



DATE: March 30, 2016
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: 2016 Paratransit Coordinating Council (PCC) Workplan

Background:

STA staff developed and presented the Paratransit Coordinating Council (PCC) with a 2016 PCC Draft Outreach Plan and 2016 PCC Draft Workplan for review and input by the PCC at the PCC meeting in January 2016.

The Draft PCC Work Plan tasks include outreach, projects, funding and administration. The outreach activities are to promote awareness of the PCC and its information and advisory function and to encourage persons with disabilities, seniors and low income to take advantage of the opportunity to provide comments on the transportation system. The projects has a focus on developing expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income, and transit dependent passengers. The funding task include reviewing the Transportation Development Act (TDA) claims and applications for the Federal Section 5310 Program.

Discussion:

At the January meeting, it was suggested by Lyall Abbott that staff have presentations on the new Federal Transit Administration Issues Guidance to Public Transportation Agencies on Implementing Americans with Disabilities Act. This item is covered under Activity #9. Staff will arrange for informational presentation(s) on this topic.

At the March 2016 meeting, the Paratransit Coordinating Council unanimously approved to add Mental Health/Public Health as part of the Outreach Activity Tasks in item #5 and forward a recommendation to the STA Board to approve the 2016 PCC Workplan.

The PCC serves as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons. The PCC advises the Solano Transportation Authority, the Metropolitan Transportation Commission, and other appropriate funding agencies in the expenditure of all available paratransit revenues. The PCC serves as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the transit dependent individuals.

The two main projects the PCC accomplished last fiscal year was reviewing Solano County Transit (SolTrans), STA, and the transit operators' Transportation Development Act (TDA) claims and forwarding recommendations to Metropolitan Transportation Commission (MTC) for approval and establishing a subcommittee to review and score 5310 capital grant applications for Solano County.

Recommendation:

Approve the 2016 PCC Workplan as shown in Attachment A.

Attachment:

- A. 2016 Paratransit Coordinating Council Workplan

PCC

2016 PCC Work Plan

#	Activity	Tasks	2016 Timeline
1	Administrative	Elect PCC Officers (if needed)	November 2016
2	Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases letters of outreach, etc.)	January – December Until vacancies are filled.
3	Outreach	Improve the identity of the PCC through marketing strategies.	January – December
4	Outreach	Outreach to Solano Community College.	January - December
5	Outreach	Outreach to senior centers, people with disabilities groups, low income and transit dependents, and Mental Health/Public Health	January – December
6	Outreach	Develop stronger PCC presence on the STA Website.	January – December
7	Projects	Participate in studies and programs that impact transportation for seniors, people with disabilities, low income, and transit dependents. (Mobility Management Program)	January – December
8	Projects	Develop expertise and understanding of the range of transportation services for Solano for seniors, people with disabilities, low income, and transit dependents.	January – December
9	Projects	Improve understanding of Americans with Disabilities Act (ADA) and how it relates to ADA Paratransit and transit services.	January – December
10	Projects	Coordinate with Solano County Transit Operators to provide opportunities for in person outreach for transit services and policy changes	January-December
11	Funding	Establish FTA Section 5310 application scoring subcommittee.	TBA
12	Funding	Review and score FTA Section 5310 applications.	TBA
13	Funding	Review TDA Article 4/8 Claims for Cities STA and SolTrans	January – December

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DATE: April 1, 2016
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Fairfield-Vacaville Train Station Cap and Trade Grant Application

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The goals of the TIRCP are to fund capital improvements and operational investments that will reduce greenhouse gas emissions, modernize California's intercity rail, and bus and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety

Discussion:

The City of Fairfield and the Solano Transportation Authority (STA) are interested in submitting an application for TIRCP funds for the Fairfield/Vacaville Train Station. The grant request is for approximately \$12 million. Funding provided by the grant will be used to complete construction of the train station, access improvements, on-site improvements, and electric buses to connect local residents and major employers to the Capitol Corridor passenger train service. Capitol Corridor has committed to provide service to the station upon completion.

Solano commutes are some of the longest in the Bay Area, and many drivers head to areas in the East Bay served by the Capitol Corridor train system. The new Train Station funded by this program will provide access to residents in eastern Fairfield, Vacaville, Dixon and Rio Vista, increasing train ridership and reducing greenhouse gas emissions.

The STA and the Metropolitan Transportation Commission (MTC) has invested over \$50.8 million to date in the Fairfield/Vacaville Train Station platform, rail improvements, and the Peabody Rd Overcrossing. An additional investment of \$13.6 million phase of Jepson Parkway is schedule to begin construction summer of 2016 and will provide direct access improvements for all transportation modes when the new train station opens.

The key features of this application:

- A new train station building, with service provided by Capitol Corridor Joint Powers Authority
- Access Improvements for local bus service, vanpools, park and ride passengers, bikes, and pedestrians
- On-site improvements including safety features, EV charging stations, additional parking, ticket kiosks, and solar arrays
- A fully electric bus to be operated by Fairfield and Suisun Transit (FAST) providing zero-emission service to the new Train Station

This project will serve as a catalyst for a larger transportation oriented development (TOD) project, including:

- An approved Specific Plan for the Fairfield/Vacaville Train Station that includes 6,800 new housing units, including 2,535 at a density at or above 20 units per acre
- 300,000 sq. ft. of new local retail and office development, much of it immediately adjacent to the new Train Station
- Bicycle facilities (Class 1 and 2) and pedestrian paths throughout the Specific Plan area
- Grade-separated access to local schools
- Transit access to major concentrations of employees, including the 10,000 people at Travis Air Force Base

STA Staff is recommending the STA Board support this grant application.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to co-sponsor with the City of Fairfield a Cap and Trade Transit and Intercity Rail Capital Program Grant Application for the Fairfield/Vacaville Train Station.



DATE: March 31, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project

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/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 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Cordelia 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 now in various stages of the project delivery process: 1) the Initial Construction Package (ICP) is under construction; 2) Construction Package 2 (CP2) is in the Final Design (PS&E) Phase; and 3) Construction Package 3 (CP3) is in the Preliminary Engineering Phase.

Discussion:

Caltrans, in cooperation with the Metropolitan Transportation Commission (MTC) and STA, is submitting CP2 and CP3 for a Federal FASTLANE Grant, with a matching 20% from MTC and a matching 20% from the state. One of the key requirements for the FASTLANE grant is project delivery and the project needs to obtain a construction allocation within 18 months of notification of a project award of the FASTLANE Grant. The Final Design (PS&E) Phase for CP2 is fully funded and is proceeding on schedule, with the 95% PS&E submittal scheduled for October 2016. The Final Design (PS&E) Phase for CP3 was suspended in spring 2015, with 35% plans completed. In preparation of a successful FASTLANE Grant award, and in order to meet the required FASTLANE schedule, STA needs to reinitiate Final Design (PS&E) for CP3. As such, staff is recommending \$1.142M be transferred from the I-80/I-680/SR12 Interchange – ICP project R/W Phase to the Final Design (PS&E) Phase for CP3.

As part of the standard process, in order to process an allocation transfer request from MTC, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure 2 (RM 2) Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

With this approach, \$1.142M of Regional Measure 2 or AB1171 funds will be transferred from the I-80/I-680/SR12 Interchange – ICP R/W Phase to the Final Design (PS&E) Phase for CP3.

Recommendation:

Approve the attached STA Resolution No. 2016-02 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$1.142 million in Regional Measure 2 or AB1171 funds from the I-80/I-680/SR12 Interchange – ICP project R/W Phase to the Final Design (PS&E) phase of the I-80/I-680/SR12 Interchange – CP3 project.

Attachment:

- A. STA Resolution No. 2016-02

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2016-02**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE AB1171 ALLOCATION TRANSFER REQUEST FOR
REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION TO THE I-80/I-680/SR12 INTERCHANGE
PROJECT – CONSTRUCTION PACKAGE 3**

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, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

WHEREAS, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions; and

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project, which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation transfer request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

RESOLVED, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation transfer request to MTC for Regional Measure 2 funds in the amount of \$1,142,000 for the design phase for the I-80/I-680/SR12 Interchange Project – Construction Package 3, purposes and amounts included in the project application attached to this resolution (the \$1.142 million will be transferred from the previous allocation of \$2,469.096 million for right-of-way of the I-80/I-680/SR12 Interchange – Initial Construction Project (ICP)); and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Norman Richardson, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13th day of April, 2016 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 13, 2016.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Regional Measure 2

Initial Project Report (IPR)

December 2015

Project Title:

Solano County Corridor Improvements near Interstate
80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,309,000	Utility Relocation for I-80/I-680/SR12 Interchange; \$591,096 transferred to Allocation #28
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#23	March 2013	\$882,008	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#24	May 2013	\$10,400,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#25	June 2013	\$1,597,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 2

Regional Measure 2 – INITIAL PROJECT REPORT

#26	June 2013	\$3,916,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 3
#27	August 2013	\$27,259,000	Construction Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – Reduced by \$2,189,000 that was transferred as part of Allocation #30
#28	August 2013	\$2,469,096	Right of Way Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – new allocation of \$77,992; transfer of \$591,096 from Gordon Waterline allocation; transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; transfer of \$1,200,000 from I-80 Express Lanes PA/ED allocation.
#29	February 2014	< \$1,000,000 >	Transfer from Construction Phase of the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) to the Construction Phase of the I-80 FPI Project
#30	December 2015	\$2,189,000	Right of Way Phase for the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) – transfer of \$2,189,000 from ICP Construction Phase allocation to the CP2 Right of Way Phase.
Total:		\$105,077,104	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
April 2016	\$1,142,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Construction Package 3 (CP3) – transfer of \$1,142,000 from ICP Right-of-Way Phase allocation to the CP3 Final Design (PS&E) Phase.

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

I-80/I-680/SR12 Interchange Project -The environmental document (EIR/EIS) for the I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. However, a Record of Decision (ROD) has been issued for the fundable first phase.

Design –

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Final Design for I-80/I-680/SR12 Interchange - Construction Packages 2 is underway. Final Design I-80/I-680/SR12 Interchange - Construction Packages 3 will proceed with this allocation.

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans is underway. Closeout of utility relocations are underway. Although right-of-way acquisition for Construction Package 2 and 3 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (Initial Construction Package (ICP)) started construction in spring/summer 2014 and is expected to be completed in early 2017. Construction of Construction Packages 2 and 3 has not been scheduled at this time.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$37,800
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	98,949
Construction / Rolling Stock Acquisition (CON)	193,457
Total Project Budget (in thousands)	\$336,619

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$27,400
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	40,092
Construction / Rolling Stock Acquisition (CON)	60,676
Total Project Budget (in thousands)	\$129,068

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$3,696
Design - Plans, Specifications and Estimates (PS&E)	1,597
Right-of-Way Activities /Acquisition (R/W)	10,129
Construction / Rolling Stock Acquisition (CON)	40,403
Total Project Budget (in thousands)	\$55,825

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,704
Design - Plans, Specifications and Estimates (PS&E)	3,916
Right-of-Way Activities /Acquisition (R/W)	48,728
Construction / Rolling Stock Acquisition (CON)	92,378
Total Project Budget (in thousands)	\$151,726

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	12/12 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	08/12 (A)	05/13 (A)
Right-of-Way Activities /Acquisition and Transfer (R/W)	04/12 (A)	03/17
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – ICP	05/14 (A)	01/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	07/13 (A)	12/16
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	TBD	TBD

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)

Regional Measure 2 – INITIAL PROJECT REPORT

Final Design - Plans, Specs. & Estimates (PS&E)	04/16	06/17
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	TBD	TBD

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2015-16: Final Design Phase for the I-80/I-680/SR12 Interchange Project – Construction Package 3 (CP3); specifically to advance the Final Design to the 65% level.

Amount being requested (in escalated dollars)	\$ 1,142,000
Project Phase being requested	Final Design
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	April 2016
Month/year being requested for MTC Commission approval of allocation	April 2016

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	05/13 (A)
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition and Transfer	03/17
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
7	I-80/I-680/SR12 I/C – CP2	Final Design	12/16
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	TBD
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12 (A)
11	I-80/I-680/SR12 I/C – CP3	Final Design	06/17
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	TBD

Regional Measure 2 – INITIAL PROJECT REPORT

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the Final Design (PS&E) Phase activities for Construction Package 3 (CP3) project.

RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included.

Next Anticipated RM-2 Funding Allocation Request

N/A

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 595-4587
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange													Project ID: 7	
Agency: Solano Transportation Agency													Plan Date: 31-Mar-16	
TOTAL PROJECT: COMMITTED + UNCOMMITTED													Future	TOTAL
Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Committed	TOTAL
COMMITTED FUNDING PLAN														
TCRP - I-80/I-680/SR12 Interchange - Overall	ENV	8,400												8,400
STIP - I-80/I-680/SR12 Interchange - Overall	ENV	400												400
TCRP - N. Conn	ENV	3,000												3,000
Local - N. Conn	PS&E	2,300												2,300
Local - N. Conn	R/W	1,000												1,000
Local - N. Conn	CON			18,900										18,900
RM2 - N. Conn	ENV	2,500												2,500
RM2 - N. Conn	PS&E			1,000										1,000
RM2 - N. Conn	R/W			7,000										7,000
RM2 - N. Conn	CON			2,300	15,200				(4,000)					13,500
RM2 - HOV Lanes	ENV	3,475	1,000											4,475
RM2 - HOV Lanes	PS&E		4,525							(600)				3,925
RM2 - HOV Lanes	CON		2,000		(78)									1,922
CMIA - HOV Lanes	CON			24,324		8,226								32,550
Federal - HOV Lanes	CON			15,377										15,377
RM2 - I-80/I-680/SR12 Interchange - Overall	ENV		8,300		5,200									13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV					7,000	7,000	1,500						15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E							78						78
AB1171 - Interchange (ICP, CP2, CP3)	PS&E							822	5,513		1,142			7,477
RM2 - Interchange (ICP)	R/W			2,900					(591)					2,309
RM2 - Interchange (ICP)	R/W								12,791					12,791
AB1171 - Interchange (ICP)	R/W					14,280			10,712					24,992
AB1171 - Interchange (CP2)	R/W										2,189			2,189
AB1171 - Interchange (ICP)	CON								27,259					27,259
AB1171 - Interchange (ICP)	CON								(1,000)					(1,000)
CMAQ	CON								1,000					1,000
STIP (ICP)	CON								10,570					10,570
TCIF (ICP)	CON								22,847					22,847
TCRP - EB Truck Scales	ENV		600											600
RM2 - I-80 EB Truck Scales	ENV		5,200		1,000									6,200
RM2 - I-80 EB Truck Scales	PS&E			16,700	(4,500)	(870)	(2,100)	(360)						8,870
RM2 - I-80 EB Truck Scales	R/W			7,500			(2,000)		(775)					4,725
RM2 - I-80 EB Truck Scales	CON					870		360	775					2,005
AB1171 - I-80 EB Truck Scales	CON					22,583								22,583
TCIF/SHOPP	CON						37,292							37,292
RM2 - FF-Vac Express Lanes	ENV			1,100	15,300				(1,200)					15,200
CMAQ - I-80 FPI Project	ENV		1,493											1,493
CMAQ - I-80 FPI Project	PS&E			2,478										2,478
CMAQ - I-80 FPI Project	R/W					118								118
CMIA, SHOPP - I-80 FPI Project	CON							18,371						18,371
AB1171 - I-80 FPI Project	CON								1,000					1,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)														
Br Tolls/Fed/STIP/Local (CP 2)	R/W												7,940	7,940
Br Tolls/Fed/STIP/Local (CP 3)	R/W												48,728	48,728
Br Tolls/Fed/STIP/Local (CP 2)	CON												40,403	40,403
Br Tolls/Fed/STIP/Local (CP 3)	CON												92,378	92,378
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)														
Local, Federal or STIP	ENV												14,168	14,168
Local, Federal or STIP	PS&E												122,085	122,085
Local, Federal or STIP	R/W												79,485	79,485
Local, Federal or STIP	CON												1,416,806	1,416,806
													Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Committed	TOTAL
			21,075	7,525	83,001	16,615	45,104	17,800	81,273	12,671	88,301		1,821,993	2,198,689

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).



DATE : March 31, 2016
TO: STA Board
FROM: Kristina Holden, Transit Mobility Coordinator
RE: Contract Extension for Countywide American Disability Assessments – C.A.R.E Evaluators

Background:

On April 19, 2013, the Solano Transportation Authority (STA) entered into contract with C.A.R.E. Evaluators for the ADA In-Person Eligibility Program, with a contract expiration date of June 30, 2015. This contract provides in person assessments in each city of Solano County for people that may be eligible for ADA Paratransit and Taxi Scrip services. The contract amount of \$104,172 for Fiscal Year (FY) 2013-14 and \$108,072 for FY 2014-15, for a total of \$212,244, which was based on an estimated 1,100 assessments per year.

During the first year of the program, FY 2013-14, C.A.R.E. Evaluators completed 1,172 assessments. This was an average of 97 per month and 72 assessments over the estimated total. In FY 2014-15, year two of the program, C.A.R.E. Evaluators completed 1,332 assessments, an average of 111 per month and 97 assessments over the estimated total.

In February 2015, C.A.R.E. Evaluators submitted a letter to STA requesting a contract cost increase. C.A.R.E. requested schedule changes to be implemented by May 2015 that reduces scheduled assessments days in Fairfield, Vacaville and Vallejo by 50%. STA staff was concerned about decreasing the number of assessment days available and causing applicants to wait an unreasonable amount of time. In May 2015, C.A.R.E. Evaluators had been paid \$210,649 of their contracted amount, leaving only \$1,595 for the remaining five months of their contract. In order to control cost, STA staff recommended moving to a per assessment model, at a rate of \$176 per in-person assessment as requested by C.A.R.E for the remainder of the current contract, and for a limited extension of three (3) months.

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

The contract between STA and C.A.R.E. Evaluators expired on June 30, 2015, and has since been extended with an initial per evaluation cost of \$178.00 per completed evaluation. After contract negotiations and review of service being provided, C.A.R.E. Evaluators lowered their per evaluation cost to \$158.00 per completed evaluation, effective September 2015.

In September 2015, the STA Board approved a contract amendment with C.A.R.E Evaluators for the ADA In-Person Eligibility Program, expiring March 31, 2016 with a total amount not-to-exceed \$119,922.

Discussion:

In April 2015, STA staff and transit operators were concerned with the level of customer service being provided at several assessment locations. In May 2015, the Fairfield assessment site was moved from the Fairfield Transportation Center to the Fairfield Adult Recreation Center (Senior Center). C.A.R.E. Evaluators hired a new Transit Evaluator in September 2015. The new Transit Evaluator has been a positive addition to the C.A.R.E. staff. STA Solano Mobility staff has continued to monitor the program closely, visiting all assessment sites at least once a month and maintaining constant contact with C.A.R.E. Evaluators Operations Manager.

STA continues to receive ADA comment cards with positive feedback. All customers that have submitted a comment card have been pleased with the program and customer service provided by C.A.R.E. Evaluators over the phone and in person. If a customer notes they would like to be contacted on their comment card, STA staff contacts them for further feedback. Of all customers contacted, there have been no negative comments about the process, and all have said the program and service they were provided met or exceeded expectations.

STA staff has reviewed several alternative program options and assessed the contract with C.A.R.E. Evaluators. STA staff recommends extending the contract with C.A.R.E. Evaluators to provide evaluations for the ADA In-Person Eligibility Program for FY 2016-17 for a total amount not to exceed \$213,300 (same per assessment rate of \$158). With STA staff closely monitoring and managing the program, the service provided has improved and currently meets expectations outlined in the initial proposal.

At the March 2016 meetings of the SolanoExpress Intercity Transit Consortium, and the STA TAC this item was unanimously approved.

Fiscal Impact:

Funding is available through Regional Paratransit State Transit Assistance Funds (STAF) already included in the FY 2015-16 and FY 2016-17 budgets. This contract will cover the ADA Assessments at a rate of \$158 per completed assessments.

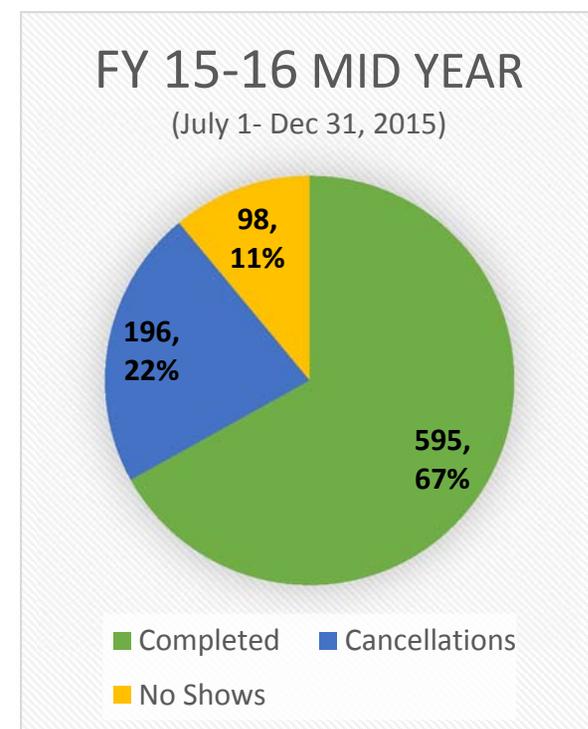
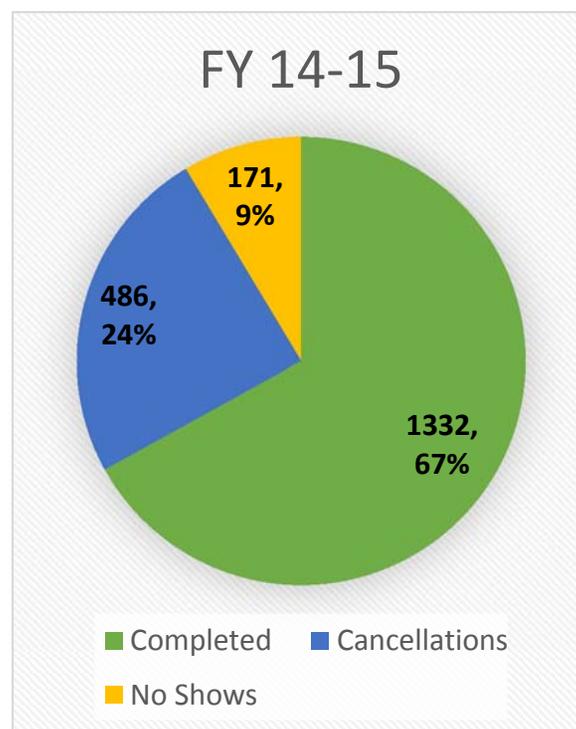
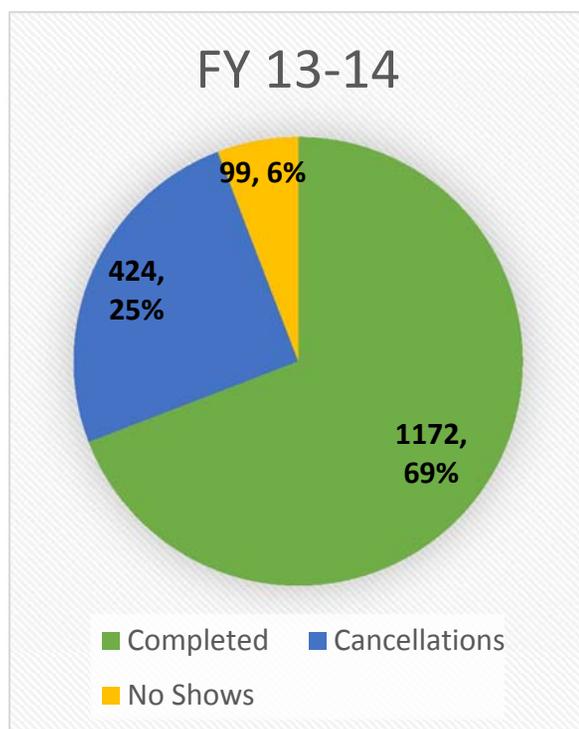
Recommendation:

Authorize the Executive Director to execute a one year contract extension for Countywide ADA Assessments with C.A.R.E. Evaluators with an amount not-to-exceed \$213,300.

Attachment:

- A. C.A.R.E. Project Assessments by year

Completed ADA Assessments by Month													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 13-14	107	122	116	112	74	76	87	98	84	117	81	96	1,170
FY 14-15	119	126	119	129	81	78	104	105	113	119	123	117	1,333
FY 15-16	109	100	107	104	87	88	80	88					763



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DATE: April 5, 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:

Assembly Bill (AB) 2170 (Frazier) puts federal FAST Act freight dollars in to the TCIF program and removes the requirement that the Commission consult ARB's Sustainable Freight Strategy when allocating TCIF funds. AB 2170 (Attachment C) also clarifies and adds to the types of projects that can be funded with TCIF moneys. Since Solano County has priority projects along the I-80 trade corridor (specifically the I-80/I-680/SR 12 Interchange), staff recommends supporting this bill authored by Solano County's Assemblyman Jim Frazier. The SolanoExpress Intercity Transit Consortium and STA Technical Advisory Committees both approved a recommendation of support.

Senate Bill (SB) 1128 authored by Senator Glazier would extend indefinitely the Bay Area commute benefit ordinance requiring covered employers of 50 or more employees to offer commuter benefits that reduce vehicle trips, greenhouse gas emissions, and air pollution. In addition, SB 1128 (Attachments D and E) would authorize an employer to offer commuting by bicycling as an employer paid benefit in addition to using public transit or by vanpool. STA's Solano Napa Commuter Information program has successfully worked with Solano County employers to implement this commute benefit program since 2013. Staff recommends supporting this bill to eliminate its sunset date of 2017. The SolanoExpress Intercity Transit Consortium and STA Technical Advisory Committees both approved a recommendation of support.

Federal Legislative Update:

Susan Lent, STA's federal lobbyist (with Akin Gump) participated in a workshop with the STA Board on March 9, at which time more information was provided on the federal funding opportunities for STA's priority projects. This guidance will shape the STA Board's discussions with federal legislators and agency staff during the Board's visit this year to Washington DC.

Fiscal Impact:

None.

Recommendation:

Approve the following positions:

- AB 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds - *support*
- SB 1128 (Glazer) – Commute benefit policies - *support*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 2170 Bill
- D. SB 1128 Bill
- E. SB 1128 Fact Sheet



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

March 31, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature reconvened from its Spring Recess on March 28 and immediately began policy committee hearings on legislation introduced in 2016. Each house has until April 22 to refer fiscal bills to the appropriations committees for further action. The Legislature will break for Summer Recess on July 1. For information related to active bills on which the STA Board currently has a position, please see the ***Bills of Interest*** sections below.

STA Board Legislative Visit

On February 29, the Solano Transportation Authority Board visited Sacramento to meet with members of the Solano County legislative delegation, legislative staff, and members of Governor Brown's administration. Authority Board members held a series of meetings to discuss important projects to Solano County (e.g., Jepson Parkway, Fairfield-Vacaville Intermodal Station, Vallejo TOD, Napa Vine Trail, Highway 37, freight improvements) and transportation funding as it relates to the reduction in gasoline excise tax revenues, the need to find additional revenue sources at the state level, and Solano County's pending 5-year general tax measure (a portion of which would fund transportation projects in the County). Board members met with Senator Lois Wolk, Assembly Member Bill Dodd, Assembly Transportation Committee Chair Jim Frazier, staff from Assembly Member Bonilla's Office, and staff from the Senate Transportation and Housing Committee. Each member/office noted the importance of the projects Solano Transportation Authority is undertaking and provided a unique perspective on transportation funding, specifically in regard to the Legislature's ability to find the supermajority needed to raise new revenues.

Additionally, Board members discussed transportation funding, the Cap and Trade program, and the aforementioned projects with the Governor's Office, California State Transportation Agency Secretary Brian Kelly and staff with the Strategic Growth Council. Board members received feedback from both agencies on specific projects STA is considering in the Transit and Intercity Rail Capital Program (CalSTA) and the Affordable Housing and Sustainable Communities Program (SGC), including the Fairfield-Vacaville Intermodal Station, Vallejo Station Phase B, and the Napa Vine Trail gap closure. Both state agencies believe the projects would be a good fit for Cap and Trade funding, but STA will need to find ways to better fit these projects into the different programs by looking at ways to increase GHG reductions. Throughout the day's meetings, the action of the Authority Board to come to Sacramento

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 1415 L Street, Suite 1000
 Sacramento, CA 95814

and make the case for more transportation funding was lauded by the County's legislative delegation and members of the Administration.

FASTLANE Project

For the last several weeks, we have been working with STA staff on including the I-80/I-680/SR-12 interchange project as part of Caltrans' application for funding through the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. Caltrans is allowed to submit three projects for funding in year one of the program, which makes available \$800 million in federal funding in fiscal year 2016. Proposals are due to the Federal Department of Transportation by April 1. Phase 1 of the I-80/I-680/SR-12 interchange project is currently underway. The FASTLANE grant, if awarded, would fund approximately \$124 million of the \$207 million needed for completing Phases 2 and 3 of the project; MTC and Caltrans would commit the remaining \$83 million.

Transportation Funding

As we reported last month, on January 6, the day before Governor Brown released his budget, Assembly Member Jim Frazier (D-Oakley), Chair of the Assembly Transportation Committee, **announced a transportation funding package totaling almost \$7 billion in new investments in highways, local streets & roads, goods movement, and transit.**

The following day, Governor Brown released his proposed 2016-17 budget. The Governor's Proposed Budget doubles down on the need to find a solution to the state's transportation infrastructure crisis and again highlights **his proposal to invest \$36 billion in transportation over the next decade.** The Governor's proposed transportation funding 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 would be split evenly between state and local transportation priorities.

The Governor's package focuses on maintenance and preservation, and also includes a significant investment in public transit. Specifically, the proposal includes annualized new revenues as follows:

- *Road Improvement Charge*—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electric;
- *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 by the Board of Equalization, 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 & transit; and,
- *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 would support additional investments in the Administration's competitive Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

However, to date there has been no substantive progress made in the Legislature on moving either of these proposals, nor on generating consensus around any other transportation funding proposal.

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

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

ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a method of procurement available to regional transportation agencies until January 1, 2030. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (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 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

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 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 1591 (Frazier) Transportation Funding

This bill would increase several taxes and fees beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, freight corridor improvements, and transit and intercity rail needs. Specifically, this bill would increase both the gasoline and diesel excise taxes by 22.5 and 30 cents, respectively; increase the vehicle registration fee; dedicate additional shares of Cap and Trade revenues to transit; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$7 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 2/10/16).***

AB 2170 (Frazier) Trade Corridors Improvement Fund

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America’s Surface Transportation Act (FAST Act) to be allocated to the Trade Corridors Improvement Fund for trade corridor improvement projects approved pursuant to the Trade Corridors Improvement Program, established under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006 (Proposition 1B). ***We recommend the STA Board SUPPORT this bill.***

AB 2742 (Nazarian) Public Private Partnerships

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. This bill would extend the P3 authorization until January 1, 2030. ***We recommend the STA Board SUPPORT this bill.***

SB 824 (Beall) Low Carbon Transit Operations Program

This bill would create greater flexibility in the Low Carbon Transit Operations Program (LCTOP) to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; and, loan, transfer and/or pool its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. ***We recommend the STA Board SUPPORT this bill.***

SB 1128 (Glazer) Bay Area Commute Benefit Policy

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. ***We recommend the STA Board SUPPORT this bill.***

Akin Gump

STRAUSS HAUER & FELD LLP

M E M O R A N D U M

March 28, 2016

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

During the month of March Susan Lent participated in a Solano Transportation Authority Board Workshop to discuss potential funding sources for STA capital projects. We also monitored developments with the Department of Transportation and in Congress relevant to STA.

Fiscal Year 2017 Budget and Appropriations

The House and Senate recessed until April 4 without adopting a budget resolution governing fiscal year 2017 spending. The House Budget Committee approved a budget resolution on March 16 that adhered to the level of spending agreed to by Congress and the President last December - \$551 billion for defense spending and \$518.5 billion for domestic programs, but the resolution has stalled, because of concern that it would not pass in the full House. Tea Party Republicans are opposed to the increase in domestic spending under the agreement. The Leadership is in negotiations to guarantee a gradual reduction in entitlement spending in exchange for conservative support for the resolution. In March, the Senate Republican Leadership indefinitely postponed action on a resolution due to the conflict within their caucus.

The appropriations committees are proceeding without a budget resolution and may move forward with allocations to the subcommittees and mark-up the individual appropriations bills even if no agreement is reached. However, House Speaker Paul Ryan (R-WI) has stated that he will not bring the appropriations bills to the floor if the House does not adopt a resolution. Appropriations Committee staff are projecting that the Committees will continue to advance the bills during the spring and summer, but anticipate that most government programs will be funded by a continuing resolution from the end of the fiscal year on September 30 until after the elections.

Discretionary Grant Programs

In February, DOT issued Notices of Funding Availability for the new FASTLANE program and for another round of TIGER grants, as well as other discretionary programs.

On February 26, DOT solicited applications for the FASTLANE program authorized by the FAST Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program in fiscal year 2016, with 25

Solano Transportation Authority
March 28, 2016
Page 2

percent reserved for rural projects, and 10 percent for smaller projects. Awards will be made to high impact projects that address critical challenges in freight movement, including reducing or eliminating bottlenecks, addressing congested highways, making critical improvements in infrastructure, and improving grade crossings, inefficient intermodal connections and inadequate first and last mile segments. Eligible projects must have an estimated total project cost in excess of \$100 million and request a minimum grant award of \$25 million. Ten percent of the funding will be set aside for smaller projects with a minimum grant award of \$5 million. States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties will be eligible to apply. To receive an award, projects must demonstrate the potential to generate national or regional economic, mobility, or safety benefits; be cost-effective; and be reasonably expected to obligate the funds by September 30, 2019.

On February 23, DOT issued its Notice of Funding Availability for the eighth round of TIGER grants. The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for urban and rural communities. DOT is authorized to award up to \$500 million for highway and bridge projects; transit projects; passenger and freight rail projects; and port, inland port, and land ports of entry projects that will have a significant impact on the nation, a metropolitan area, or region. The minimum grant is \$5 million and the maximum is \$100 million. Grants may be used for up to 80 percent of the costs of a project located in an urban area. There is a 20 percent set aside for grants in rural areas with a minimum award of \$1 million. Priority will be given to projects that require a contribution of federal funds in order to complete an overall financing package and cannot be used for planning projects. Applications are due by April 29.

On March 11, DOT announced availability for credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. Under TIFIA, the DOT provides secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects. New eligibility in the FAST Act includes loans for Transit Oriented Development. The FAST Act authorized \$1.435 billion in funding over 5 years, including \$275 million in fiscal year 2016. Potential applicants have been invited to submit a letter of interest. DOT requested comment on revisions to the regulation required under the FAST Act, which include modifications to the terms and conditions of the loans. The deadline for comments is April 11, 2016.

On February 25, the Environmental Protection Agency (EPA) announced the availability of \$26 million in grant funding to establish clean diesel projects aimed at reducing emissions from the nation's existing fleet of diesel engines. EPA is soliciting proposals nationwide for projects that significantly reduce diesel emissions and exposure, especially from fleets operating in areas

Solano Transportation Authority
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designated as nonattainment areas. Priority will be given to projects that engage and benefit local communities and applicants that demonstrate their ability to promote and continue efforts to reduce emissions after the project has ended. Eligible applicants include regional, state, local or tribal agencies, or port authorities with jurisdiction over transportation or air quality. For Region 9 (which includes California, Arizona, Hawaii, Nevada, American Samoa, Guam, Northern Mariana Islands), EPA is requesting proposals between \$500,000 and \$4,400,000. Applications must be received by April 26.

On March 22, the Federal Highway Administration (FHWA) called for proposals for \$60 million to be awarded in cooperative agreements under the Transportation and Congestion Management Technologies Deployment Program (ATCMTD). The funding is intended to be used to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. State departments of transportation, local governments, transit agencies, metropolitan planning organizations are eligible to apply under the program. Projects funded under this initiative will deploy advanced transportation and congestion management technologies, including: Advanced traveler information systems; Advanced transportation management technologies; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; Electronic pricing and payment systems; and Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals. Applications are due by June 6.

Status of Programs Authorized Under the FAST Act

As we previously reported, the FAST Act made significant reforms to the environmental review and permitting process and to innovative financing programs.

Many of the FAST Act's environmental streamlining provisions are self-executing, meaning that they went into effect when the legislation was signed into law in December. The provision that would allow a project to satisfy the federal environmental law (NEPA), by complying with the state law (CEQA) cannot go into effect until DOT issues a rulemaking and approves states to participate in the program. We will advise you when DOT issues the notice of proposed rulemaking.

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The FAST Act also directed DOT to establish a new National Surface Transportation and Innovative Finance Bureau within the Department. This Bureau will administer the TIFIA loan program and is tasked with identifying ways to expedite the environmental review process. The Obama Administration has indicated that it will not establish this new Bureau before the end of the President's term. We will follow developments since it will be important for the port to develop relationships with this Bureau if it pursues a TIFIA loan for any road extensions or improvements.

DOT established an April 25 deadline for public comment on the draft National Freight Strategic Plan (NFSP) in order to issue a fully compliant National Freight Strategic Plan in final format by the end of July 2016, under a notice published on March 10. DOT was required to develop the NFSP under MAP-21 and to identify major trade gateways and national freight corridors, best practices to mitigate the impacts of freight movement on communities, strategies to improve freight intermodal connectivity, as well as identify bottlenecks on the national freight network. The plan was issued on October 18, 2015. The FAST Act ordered revisions to the plan to make it multimodal in scope, link it to the new National Multimodal Freight Network (NMFN), created under the FAST Act, and also requires the NFSP to include an identification of corridors providing access to major areas for manufacturing, agriculture, or natural resources. DOT also announced that a separate Federal Register notice will be published and public comment requested on or about June 1, 2016 to establish an Interim NMFN.

AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2170

Introduced by Assembly Member Frazier
(Coauthor: Senator Hueso)

February 18, 2016

An act to amend ~~Section~~ *Sections 2192 and 2192.2* of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2170, as amended, Frazier. Trade Corridors Improvement Fund: federal funds.

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.

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be ~~deposited in the Trade Corridors Improvement Fund~~; *allocated for trade corridor improvement projects approved pursuant to these provisions.*

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would delete consideration of the State Air Resources Board’s Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.

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

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

1 SECTION 1. Section 2192 of the Streets and Highways Code
2 is amended to read:
3 2192. (a) (1) The Trade Corridors Improvement Fund, created
4 pursuant to subdivision (c) of Section 8879.23 of the Government
5 Code, is hereby continued in existence to receive revenues from
6 *state* sources other than the Highway Safety, Traffic Reduction,
7 Air Quality, and Port Security Bond Act of ~~2006, including~~
8 ~~revenues 2006.~~
9 (2) *Revenues* apportioned to the state under Section 167 of the
10 Title 23 of the United States Code from the National Highway
11 Freight Program, pursuant to the federal Fixing America’s Surface
12 Transportation Act (“FAST Act”; Public Law ~~114-94~~). ~~This~~
13 ~~114-94) shall be allocated for projects approved pursuant to this~~
14 ~~chapter.~~
15 (b) ~~This~~ chapter shall govern expenditure of those ~~other state~~
16 ~~and federal described in subdivision (a)~~ revenues.
17 ~~(b)~~
18 (c) ~~The moneys in the fund from those other sources funding~~
19 ~~described in subdivision (a)~~ shall be available upon appropriation
20 for allocation by the California Transportation Commission for
21 infrastructure improvements in this state on federally designated
22 Trade Corridors of National and Regional Significance, on the
23 Primary Freight Network, and along other corridors that have a
24 high volume of freight movement, as determined by the
25 commission. In determining the projects eligible for funding, the
26 commission shall consult the Transportation Agency’s state freight
27 plan as described in Section 13978.8 of the Government Code, ~~the~~
28 ~~State Air Resources Board’s Sustainable Freight Strategy adopted~~

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

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

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

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

30 (4) Truck corridor *and capital and operational* improvements,
31 including dedicated truck facilities or truck toll facilities.

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

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

1 (e)
 2 (d) (1) The commission shall allocate ~~funds~~ *the funding*
 3 *described in subdivision (a)* for trade infrastructure improvements
 4 ~~from the fund~~ consistent with Section 8879.52 of the Government
 5 Code and the Trade Corridors Improvement Fund (TCIF)
 6 Guidelines adopted by the commission on November 27, 2007, or
 7 as amended by the commission, and in a manner that (A) addresses
 8 the state’s most urgent needs, (B) balances the demands of various
 9 land ports of entry, seaports, and airports, (C) provides reasonable
 10 geographic balance between the state’s regions, ~~and~~ (D) places
 11 emphasis on projects that improve trade corridor mobility *and*
 12 *safety* while reducing emissions of diesel particulate and other
 13 pollutant ~~emissions~~. *emissions, and reducing other negative*
 14 *community impacts, and (E) makes a significant contribution to*
 15 *the state’s economy.*

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

18 (A) “Velocity,” which means the speed by which large cargo
 19 would travel from the land port of entry or seaport through the
 20 distribution system.

21 (B) “Throughput,” which means the volume of cargo that would
 22 move from the land port of entry or seaport through the distribution
 23 system.

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

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

29 *SEC. 2. Section 2192.2 of the Streets and Highways Code is*
 30 *amended to read:*

31 2192.2. The commission shall allocate funds made available
 32 by this chapter to projects that have identified and committed
 33 supplemental funding from appropriate local, federal, or private
 34 sources. The commission shall determine the appropriate amount
 35 of supplemental funding each project should have to be eligible
 36 for moneys ~~from the fund~~ based on a project-by-project review
 37 and an assessment of the project’s benefit to the state and the
 38 program. Except for border ~~access~~ *capital and operational*
 39 improvements described in paragraph (5) of subdivision ~~(b)~~ (c) of
 40 Section 2192, improvements funded ~~with moneys from the fund~~

1 shall have supplemental funding that is at least equal to the amount
2 of the contribution ~~from the fund.~~ *under this chapter.* The
3 commission may give priority for funding to projects with higher
4 levels of committed supplemental funding.

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SENATE BILL**No. 1128****Introduced by Senator Glazer****(Coauthors: Senators Beall, Hancock, Hill, Leno, and Wolk)**

(Coauthors: Assembly Members Baker, Bonilla, Campos, Chiu, Chu, Dodd, Gordon, Levine, Mullin, Quirk, Mark Stone, Ting, and Wood)

February 17, 2016

An act to amend Section 65081 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1128, as introduced, Glazer. Commute benefit policies.

Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.

This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.

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

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

1 SECTION 1. Section 65081 of the Government Code is
 2 amended to read:

3 65081. (a) It is the intent of the Legislature to encourage
 4 metropolitan planning organizations and local air quality
 5 management districts or air pollution control districts to work with
 6 local employers to adopt policies that encourage commuting by
 7 means other than driving alone. To encourage this, the Legislature
 8 hereby establishes a pilot program in that regard in the greater San
 9 Francisco Bay Area.

10 (b) Notwithstanding Section 40717.9 of the Health and Safety
 11 Code, the Bay Area Air Quality Management District and the
 12 Metropolitan Transportation Commission with respect to the
 13 common area within their respective jurisdictions may jointly adopt
 14 a commute benefit ordinance that requires covered employers
 15 operating within the common area of the district and commission
 16 to offer all covered employees one of the following choices:

17 (1) A pretax option: a program, consistent with Section 132(f)
 18 of the Internal Revenue Code, allowing covered employees to elect
 19 to exclude from taxable wages employee commuting costs incurred
 20 for transit passes or vanpool charges, ~~or bicycle commuting~~, up to
 21 the maximum amount allowed by federal tax law.

22 (2) Employer-paid benefit: a program whereby the covered
 23 employer offers employees a subsidy to offset the monthly cost
 24 of commuting via public transit or by ~~vanpool~~. ~~In 2013, the~~
 25 ~~vanpool, or, in addition, and at the employer's discretion, by~~
 26 ~~bicycle. The~~ subsidy shall be equal to either the monthly cost of
 27 commuting via *public* transit or *by* vanpool, or seventy-five dollars
 28 (\$75), whichever is lower. ~~This~~ *The seventy-five dollar (\$75)*
 29 amount shall be adjusted annually consistent with the California
 30 Consumer Price Index. *If the covered employer chooses to offer a*
 31 *subsidy to offset the monthly cost of commuting by bicycle, the*
 32 *subsidy shall be either the monthly cost of commuting by bicycle*
 33 *or twenty dollars (\$20), whichever is lower.*

34 (3) Employer-provided transit: transportation furnished by the
 35 covered employer at no cost, or low cost as determined by the
 36 district or commission, to the covered employee in a vanpool or
 37 bus, or similar multipassenger vehicle operated by or for the
 38 employer.

1 (c) Nothing in this section shall prevent a covered employer
2 from offering a more generous commuter benefit that is otherwise
3 consistent with the requirements of the applicable commute benefit
4 ordinance. Nothing in this section shall require employees to
5 change their behavior.

6 (d) An employer offering, or proposing to offer, an alternative
7 commuter benefit on the employer’s own initiative, or an employer
8 otherwise required to offer an alternative commuter benefit as a
9 condition of a lease, original building permit, or other similar
10 requirement, if the alternative is not one of the options identified
11 in subdivision (b), may seek approval of the alternative from the
12 district or commission. The district or commission may approve
13 an alternative if it determines that the alternative provides at least
14 the same benefit in terms of reducing single-occupant vehicle trips
15 as any of the options in subdivision (b). An employer that offers
16 an approved alternative to covered employees in a manner
17 otherwise consistent with this section is not required to offer one
18 of the options in subdivision (b).

19 (e) The commute benefit ordinance shall provide covered
20 employers with at least six months to comply after the ordinance
21 is adopted.

22 (f) An employer that participates in or is represented by a
23 transportation management association that provides the employer’s
24 covered employees with any of the benefits in subdivision (b), or
25 an alternative benefit determined by the district or commission
26 pursuant to subdivision (d) to provide at least the same benefit in
27 terms of reducing single-occupant vehicle trips as any of the
28 options in subdivision (b), shall be deemed in compliance with the
29 regional ordinance, and the transportation management association
30 may act on behalf of those employers in that regard. The district
31 or commission shall communicate directly with the transportation
32 management association, rather than the participating employers,
33 to determine compliance with the ordinance.

34 (g) A commute benefit ordinance adopted pursuant to this
35 section shall specify all of the following: (1) how the implementing
36 agencies will inform covered employers about the ordinance, (2)
37 how compliance with the ordinance will be demonstrated, (3) the
38 procedures for proposing and the criteria that will be used to
39 evaluate an alternative commuter benefit pursuant to subdivision
40 (d), and (4) any consequences for noncompliance.

1 (h) Nothing in this section shall limit or restrict the statutory or
2 regulatory authority of the commission or district.

3 ~~(i) On or before July 1, 2016, if the commission and district~~
4 ~~implement a commute benefit ordinance as provided under this~~
5 ~~section, the two agencies shall jointly submit a report to the~~
6 ~~transportation policy committees of each house of the Legislature~~
7 ~~that includes, but is not limited to, the following elements:~~

8 ~~(1) A description of the program, including enforcement~~
9 ~~procedures and any sanctions imposed.~~

10 ~~(2) Number of employers complying with the ordinance that~~
11 ~~did not previously offer a commute benefit consistent with those~~
12 ~~required by the ordinance.~~

13 ~~(3) Number of employees who stopped driving alone to work~~
14 ~~in order to take transit or a vanpool, or to commute by bicycle, as~~
15 ~~a result of the commute benefit ordinance.~~

16 ~~(4) Number of single-occupant vehicle trips reduced per month,~~
17 ~~week, or day as a result of the commute benefit ordinance.~~

18 ~~(5) Vehicle miles traveled (VMT) and greenhouse gas emission~~
19 ~~reductions associated with implementation of the commute benefit~~
20 ~~ordinance.~~

21 ~~(6) Greenhouse gas emission reductions associated with~~
22 ~~implementation of the commute benefit ordinance as a percentage~~
23 ~~of the region's greenhouse gas emission target established by the~~
24 ~~State Air Resources Board.~~

25 ~~(j)~~

26 ~~(i) The commission shall not use federal planning funds in the~~
27 ~~implementation of the commute benefit ordinance.~~

28 ~~(k)~~

29 ~~(j) As used in this section, the following terms have the~~
30 ~~following meanings:~~

31 (1) "Covered employer" means any employer for which an
32 average of 50 or more employees per week perform work for
33 compensation within the area where the ordinance adopted pursuant
34 to this section operates. In determining the number of employees
35 performing work for an employer during a given week, only
36 employees performing work on a full-time basis shall be counted.

37 (2) "Covered employee" means an employee who performed
38 at least an average of 20 hours of work per week within the
39 previous calendar month within the area where the ordinance
40 adopted pursuant to this section operates.

1 (3) “District” means the Bay Area Air Quality Management
2 District.

3 (4) “Commission” means the Metropolitan Transportation
4 Commission.

5 ~~(f) This section shall remain in effect only until January 1, 2017,~~
6 ~~and as of that date is repealed, unless a later enacted statute, that~~
7 ~~is enacted before January 1, 2017, deletes or extends that date.~~

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Senator Steven M. Glazer

7th Senate District



Senate Bill 1128

Commuter Benefits Program

Fact Sheet

Background:

SB 1339 (Yee) of 2012 authorized the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commuter benefits ordinance. This program is successfully reducing vehicle trips, greenhouse gas emissions, and air pollution, while having significant economic benefits for employees and employers. Without legislative action, the program will sunset at the start of 2017.

Bill Summary:

This bill will eliminate the sunset, now that the pilot program has proven itself. The bill would authorize the continuation of the existing program, which requires Bay Area employers of 50 or more to offer their employees some form of commuter benefit. The employers choose one of the following:

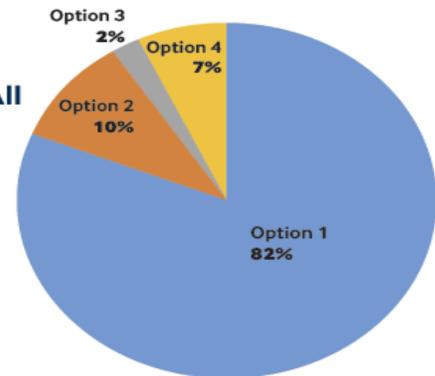
- 1) allow employees to exclude their transit or vanpool expenses from taxable income, up to the maximum amount allowed by federal law (\$255 per month in 2016).
- 2) employer-provided transit subsidy (or transit pass) or vanpool subsidy up to \$75 per month, with future cost-of-living adjustment
- 3) free or low-cost bus, shuttle, or vanpool service operated by or for the employer.
- 4) an alternative employer-provided commuter benefit that is at least as effective in reducing single occupant vehicle trips as any of the other options.

Program Benefits:

As described in a [comprehensive report to the Legislature](#) the pilot program has resulted in significant benefits already, including the following key results from the program's first 12 months of operation:

- **44,000 employees switched** from driving alone to an alternative mode (e.g., transit, shuttle, vanpool, or bike)
- **4.3 million fewer vehicle trips**, reducing vehicle miles traveled by **86 million miles**
- **35,778 fewer tons of CO₂ emissions**
- **55%** of the 3,910 employers registered with the program are offering commuter benefits for the first time

Commuter Benefits Offered by All Registered Employers



In addition to these environmental and mobility benefits, the program provides the opportunity for tax savings to both employees and employers. Employers who choose the pre-tax option can save money because federal payroll taxes are not levied on the money employees set aside to pay for transit or vanpooling. Under current federal law allowing up to \$255 per employee per month, employers can cut payroll taxes by as much as \$238 per participating employee per year. Employees in the 25% federal income tax bracket can save up to \$965 per year. These tax savings have significant economic benefits that ripple through the economy.

SB 1128 will help preserve these critical environmental, mobility, and economic benefits into the future.

Support:

Bay Area Air Quality Management District, co-sponsor
Metropolitan Transportation Commission, co-sponsor

Opposition:

None known.

Contact:

Policy: John Ackler, Legislative Aide
916.651.4007 or John.Ackler@sen.ca.gov

Press: Steve Harmon, Communications Director
916.651.4007 or Steven.Harmon@sen.ca.gov

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DATE: March 31, 2016
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: Strategic Project Online Tracker (SPOT)

Background:

As County Transportation Authority and the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) is responsible for programming and monitoring the allocation of federal, state and regional transportation funds and tracking the status of regionally significant projects. Part of this responsibility includes informing the public and decision makers about the progress of these projects. In support of that effort, the Strategic Project Online Tracker (SPOT) program was created.

Discussion:

SPOT is an interactive mapping tool that allows citizens, public works staff, and elected officials to view current and active transportation projects in Solano County. SPOT is an online interactive map which allows users to select projects by: project status, project sponsor, project type, and location. A project location is identified by either a point, line, or polygon which, once selected, will provide a dialogue box featuring pertinent project information.

STA staff presented SPOT at the February 24, 2016 Technical Advisory Committee (TAC) meeting. At the request of the TAC all projects older than 5 years had been removed and HSIP and HBP projects have been added. Since that time, spreadsheets including all relevant data on projects included in SPOT have been sent out to PDWG members for final approval. STA staff did not receive any further recommended edits.

At their March 30th, 2016 meeting, the STA TAC approved the recommendation.

Recommendation:

Approve the Strategic Project Online Tracker Program.

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DATE: April 5, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Public Input Update and Public Agency Responses

Background:

The Solano Comprehensive Transportation Plan (CTP) is STA's foundational planning document. The STA was last updated the CTP in 2005. The CTP sets STA's priorities for all modes of surface transportation including highways, transit, rail, ferry, rideshare, bikes and pedestrian. The STA Board authorized a complete update of the Solano CTP in 2010. STA delayed CTP until completion of the Regional OneBayArea Plan by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Committee (MTC). Since that time, STA has adopted the introduction, past achievements and land use chapters, and the Active Transportation Element. The remaining Elements to be completed are the Transit and Rideshare and Arterials, Highways and Freeways.

Discussion:

In 2015, STA began public outreach on the remaining Elements of the CTP. STA planning staff provided presentations and received public comments at 23 community meetings, ranging from the Benicia Planning Commission to the Fairfield/Suisun City Hispanic Chamber of commerce to RioVision. The meetings were structured around the question "Where do you want to go, and how do you want to get there?" The presentations reached an estimated 400 participants, and received a total of 159 public comments. STA also authorized a public opinion poll in 2015.

In October 2015, the STA Board authorized expanding this public input effort through a consultant contract in an effort to obtain a greater level of public input and engagement on STA's transportation issues and priorities. In February 2016, STA sent out more than 50,000 mailers to Solano residents requesting feedback on transportation issues and priorities and inviting them to participate in 3 Telephone Town Halls and completed a survey. Those Telephone Town Hall events occurred on February 8, 9 and 16.

Between the two efforts, STA reached an estimated 58,000 residents with over 2,400 participants in the 3 town halls and STA has received 2,042 public comments. The current results of the outreach efforts are shown in Attachment A. This total amount of public participation exceeds STA's public involvement numbers for the past five years.

The STA CTP Public Input process solicited comments in the form of town hall participation, mail-in cards, phone and email messages and an on-line survey. The results of those comments are shown in figures 2, 3 and 4 of Attachment A.

Two facts stand out from these results. First, when asked “How would you rate the quality of local streets that you drive on”, not a single respondent stated “great,” and 83% responded “bad” or “fair”. Second, the single largest issue for respondents was maintenance of local streets and roads followed by local streets and roads safety.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Summary of Public Input and Responses

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DATE: March 31, 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. These are divided by federal, state and regional fund sources. 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
6.	Yolo-Solano Air Quality Management District Clean Air Funds	\$332,000	March 25, 2016
State			
1.	Transit and Intercity Rail Capital Program (TIRCP)	\$200 million	April 5, 2016
Federal			
1.	Transportation Investment Generating Economic Recovery (TIGER)	\$500 million	April 29, 2016

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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	
Yolo-Solano Air Quality management District (YSAQMD) Clean Air Funds	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org	March 25, 2016	\$332,000	The purpose of the Clean Air Funds Program is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Yolo-Solano Air Quality Management District (YSAQMD).	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						
Transit and Intercity Rail Capital Program (TIRCP)	Ezequiel Castro Branch Chief (916) 654-8012	April 5, 2016	\$200 million	Provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.	Fairfield/ Vacaville Train Station	http://www.dot.ca.gov/hq/MassTrans/tircp.html

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DATE: April 1, 2016
TO: STA Board
FROM: Johanna Masiclat, 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 4	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