



MEETING AGENDA

STA Board Meeting
5:30 p.m., Closed Session
6:00 p.m., Regular May 11, 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 Masielat, 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 jmasielat@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

- 1. **CLOSED SESSION (5:30 – 6:00 p.m.)** Chair Richardson
 - **PERSONNEL MATTERS (Gov't Code §549547):**
Public Employee Performance Evaluation: Executive Director
- 2. **CALL TO ORDER**
- 3. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Richardson
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.
- 4. **APPROVAL OF AGENDA**
(6:05 – 6:10 p.m.)

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. OPPORTUNITY FOR PUBLIC COMMENT**
(6:10 – 6:15 p.m.)
- 6. EXECUTIVE DIRECTOR’S REPORT – Pg. 5** Daryl Halls
- 7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,
MTC
Commissioner
(6:20 – 6:25 p.m.)
- 8. STA PRESENTATIONS**
(6:25 – 6:40 p.m.)
- A. Directors Reports:**
- 1. Planning** Robert Macaulay
 - 2. Projects** Janet Adams
 - 3. Transit and Rideshare/Mobility Management Update** Judy Leaks/Liz Niedziela
 - a. Update on Bike to School Day**
 - b. Update on Seniors and People with Disabilities Summit 3**
 - c. Update on Bike to Work Day**
- 9. 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 April 13, 2016** Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of April 13, 2016.
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- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of April 27, 2016** Johanna Masiclat
Recommendation:
Approve Draft STA TAC Meeting Minutes of April 27, 2016.
Pg. 17
- C. One Bay Area Grant (OBAG) Cycle 1 Fund Transfer** Anthony Adams
Recommendation:
Approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon’s West A Preservation Project to Dixon’s Safe Routes to School Project.
Pg. 21
- D. Contract Amendment – Transit Planning Related to Corridor Study Phase 2** Philip Kamhi
Recommendation:
Authorize the Executive Director to amend the Consultant Contract with Arup for the Transit Corridor Study Phase 2 and the Coordinated Short Range Transit Plan (SRTP) for an amount not-to-exceed \$315,000.
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E. I-80 Express Lanes Projects – Traffic Control Agreement with California Highway Patrol (CHP)

Janet Adams

Recommendation:

Authorize the Executive Director to enter into a Traffic Control agreement with CHP for a not-to-exceed amount of \$150,000 to facilitate shoulder and lanes closures required for technical engineering studies performed as part of final design of the I-80 Express Lanes – Red Top Road to I-505 Project.

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F. Revise Policy for Calculating Annual Members Contributions

Daryl Halls
Susan Furtado

Recommendation:

Approve the following:

1. Revise policy for calculating annual Members Contributions using the average total contributions received by STA from member agencies from FY 2004-05 through FY 2015-16 as shown in Attachment A; and
2. Utilizing the new proposed modified calculation for the Members Contributions beginning in FY 2016-17 and incorporating annual CPI adjustments beginning in FY 2017-18.

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10. ACTION FINANCIAL ITEMS

A. None.

11. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Project Performance Assessment

Robert Macaulay

Recommendation:

Approve forwarding a letter to MTC from the STA Board requesting changes to the RTP Performance Evaluation for the I-80/I-680/SR 12 Interchange as specified to address the benefits of the project pertaining to goods movement, improved safety and active transportation.

(6:45 – 6:55 p.m.)

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B. 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.)

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12. INFORMATIONAL ITEMS – DISCUSSION

- | | |
|--|-----------------|
| A. STA’s Draft Overall Work Plan for FY 2016-17 and FY 2017-18
(7:00 – 7:10 p.m.)
Pg. 83 | Daryl Halls |
| B. Comprehensive Transportation Plan (CTP) Public Outreach Update
(7:10 – 7:15 p.m.)
Pg. 137 | Robert Macaulay |
| C. Summary of STA Planning Activities – 2012-2016
(7:15 – 7:20 p.m.)
Pg. 141 | Robert Macaulay |

NO DISCUSSION

- | | |
|---|------------------|
| D. Regional Transportation Impact Fee (RTIF) Update
Pg. 161 | Robert Guerrero |
| E. Bicycle and Pedestrian Priority Projects Funding
Pg. 167 | Drew Hart |
| F. Bike/Ped Counter One Year Summary Report
Pg. 169 | Ryan Dodge |
| G. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program – Solano Funding
Pg. 173 | Drew Hart |
| H. Summary of Funding Opportunities
Pg. 177 | Drew Hart |
| I. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016
Pg. 181 | Johanna Masiplat |

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 8, 2016**, Suisun Council Chambers.



MEMORANDUM

DATE: May 3, 2016
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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.

Fixing Our Local Streets Remains Overwhelming #1 Public Priority *

STA staff continues to respond to public comments and questions being received in follow up to a countywide mailer/survey, three telephone town halls, and public presentations being provided by the STA. The top public transportation priority remains overwhelming fix and maintain our local streets and roads at 72%. This priority is followed by road safety (39%), mobility for seniors and persons with disabilities (28%), highway concerns, local streets concerns not focused on maintenance, public trust and accountability (11%), and no new taxes (8%). This past month, STA staff has continued to provide public informational presentations to various community and business groups, including the Fairfield, Vacaville and Vallejo Chambers of Commerce, the Solano EDC's Board of Directors, the Benicia City Council, and Rolling Hills Homeowners Association.

Reduction in State Transportation Funds Results in Six Months Delay for Jepson Parkway and Could Delay New Fairfield/Vacaville Train Station Opening

The impact is still being felt resulting from the State Board of Equalization (BOE) action in February to approve reducing the State Excise Gas Tax Rate for the second year in a row, this time from 12 cents to 9.8 cents. This follows on the heels of last year's action by the BOE to reduce the State Excise Gas Tax Rate from 18 cents to 12 cents. As noted previously, the California Transportation Commission (CTC) delayed allocation of State Transportation Improvement Program (STIP) funded projects, including \$33 million in construction funds for two segments of the Jepson Parkway scheduled to go to construction in summer of 2016. This has resulted in a six month delay of the project and could delay the opening of the new Fairfield/Vacaville Train Station that is already under construction and slated to open in 2017. The Fairfield segment of the Jepson Parkway provides access to the new train station and it was scheduled to begin construction this spring to coincide with the train station scheduled completion which is already under construction.

Concurrently, the CTC has programmed the 2016 STIP with no new projects and pushed out/or deleted existing projects programmed for funding. Only some projects previously programmed in the 2014 STIP are still programmed with the remaining STIP funds available in the State Highway Account. Each of the regions, including the Bay Area region, has been tasked by the CTC with reducing their region's STIP shares to reduce the statewide amount of programming to correspond to the lower amount of STIP funds available following the second reduction of the State Excise Tax on gas. For Solano County, the other remaining STIP funds currently programmed is \$9 million for a future segment of the Jepson Parkway. However, this has been slated to be reduced by \$6 million down to \$3 million.

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

The action by the BOE is also having a continued 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. Collectively, Solano County's cities were spending less than half of the annual funding needed to maintain local streets at their current fair Pavement Condition Index (PCI) rating. This reduces the amount of state gas tax funding for local streets and roads from \$20 million in FY 2014-15 to \$15.5 million in FY 2015-16 to \$14.5 million in FY 2016-17.

New CTC Executive Director Announced

Earlier this year, CTC's Executive Director Will Kempton announced his retirement. His replacement is the CTC's Deputy Executive Director, Susan Branson. STA staff has worked effectively with Ms. Branson in support of various projects and programming cycles and she is well versed on Solano County's transportation priorities.

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

Solano's I-80/I-680/SR 12 Interchange is one of only three priority freight projects statewide that Caltrans submitted to Federal Highway Administration (FHWA) as a California candidate for the new FASTLANE 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 funds required to match the 60% in federal funds to be potentially available as part of this new federal program.

Region's Project Assessment Undervalues I-80/I-680/SR 12 Interchange *

The MTC is currently assessing the region's large transportation projects (over \$100 million) as part of the regional Plan Bay Area process. MTC staff's initial assessment significantly undervalues the importance of the I-80/I-680/SR 12 Interchange as

regional and national freight project and the significant safety, mobility, transit and active transportation benefits that will be derived from the projects when the various phases are completed. STA staff is working with Solano MTC's Commissioner, Jim Spering, to ensure the project's value is more accurately assessed.

STA's Draft Overall Work Program (OWP)

Staff has updated the STA's current Overall Work Program (OWP) for FY 2016-17 and developed a proposed OWP for FY 2017-18. The OWP covers all of STA's plans, projects and programs for the next two fiscal year and provide the basis for the development of STA's two year budget. The item has been reviewed by both the Solano Express Transit Consortium and STA Technical Advisory Committee (TAC) and presented as a draft this month prior to adoption by the STA Board in June. The STA's two year budget is scheduled for the July meeting of the STA Board.

Riding Your Bike is Must in the Month of May

During the month of May, the STA is supporting both International Bike to School Day on May 4th and the 22nd Annual Regional Bike to Work Day on May 12th. 26 schools located in Solano County have signed up for Bike to School Day. Four STA Board Members, three Board Alternates and other local elected officials will be joining students at various schools sites. For Bike to Work Day, there will be 19 energizer stations located strategically throughout Solano County. Bike to Work Day stations are sponsored Jelly Bellies (Fairfield), Rays Cycles (Fairfield and Vacaville), Fisk Cycles (Dixon), and Authorized Bike Shop (Vallejo).

STA Staff Update

STA has initiated the recruitment to fill the vacant Safe Routes to School Program Administrator position. The position closes on May 6th. In April, Corbin Peterson was hired to fill the one remaining vacant part-time Customer Service Representative position. He is a Vacaville resident, will be supporting the Solano Mobility Call Center and reports to Sean Hurley. Daniel Coffeen, our part-time marketing assistant, has accepted a full-time position with another agency and will be departing the STA in the month of May. This position supports the public outreach and marketing efforts of Jayne Bauer. STA will begin recruiting for a replacement this month.

Attachment:

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

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A		GIS	Geographic Information System
ABAG	Association of Bay Area Governments		
ACTC	Alameda County Transportation Commission	H	
ADA	American Disabilities Act	HIP	Housing Incentive Program
APDE	Advanced Project Development Element (STIP)	HOT	High Occupancy Toll
AQMD	Air Quality Management District	HOV	High Occupancy Vehicle
ARRA	American Recovery and Reinvestment Act	I	
ATP	Active Transportation Program	ISTEA	Intermodal Surface Transportation Efficiency Act
AVA	Abandoned Vehicle Abatement	ITIP	Interregional Transportation Improvement Program
B		ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	J	
BABC	Bay Area Bicycle Coalition	JARC	Jobs Access Reverse Commute Program
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BAIFA	Bay Area Infrastructure Financing Authority	L	
BART	Bay Area Rapid Transit	LATIP	Local Area Transportation Improvement Program
BATA	Bay Area Toll Authority	LCTOP	Low Carbon Transit Operations Program (LCTOP)
BCDC	Bay Conservation & Development Commission	LEV	Low Emission Vehicle
C		LIFT	Low Income Flexible Transportation Program
CAF	Clean Air Funds	LOS	Level of Service
CalSTA	California State Transportation Agency	LS&R	Local Streets & Roads
CALTRANS	California Department of Transportation	LTR	Local Transportation Funds
CARB	California Air Resources Board	M	
CCAG	City-County Association of Governments (San Mateo)	MAP-21	Moving Ahead for Progress in the 21 st Century
CCCC (4'Cs)	City County Coordinating Council	MIS	Major Investment Study
CCCTA (3CTA)	Central Contra Costa Transit Authority	MOU	Memorandum of Understanding
CCJPA	Capitol Corridor Joint Powers Authority	MPO	Metropolitan Planning Organization
CCTA	Contra Costa Transportation Authority	MTC	Metropolitan Transportation Commission
CEQA	California Environmental Quality Act	MTS	Metropolitan Transportation System
CHP	California Highway Patrol	N	
CIP	Capital Improvement Program	NCTPA	Napa County Transportation & Planning Agency
CMA	Congestion Management Agency	NEPA	National Environmental Policy Act
CMIA	Corridor Mobility Improvement Account	NHS	National Highway System
CMAQ	Congestion Mitigation & Air Quality Program	NOP	Notice of Preparation
CMP	Congestion Management Plan	NVTA	Napa Valley Transportation Authority
CNG	Compressed Natural Gas	O	
CTA	California Transit Agency	OBAG	One Bay Area Grant
CTC	California Transportation Commission	OTS	Office of Traffic Safety
CTP	Comprehensive Transportation Plan	P	
CTSA	Consolidated Transportation Services Agency	PAC	Pedestrian Advisory Committee
D		PCA	Priority Conservation Area
DBE	Disadvantaged Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Department of Transportation	PCRP	Planning & Congestion Relief Program
E		PDS	Project Development Support
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PDA	Priority Development Area
EIR	Environmental Impact Report	PDT	Project Delivery Team
EIS	Environmental Impact Statement	PDWG	Project Delivery Working Group
EPA	Environmental Protection Agency	PMP	Pavement Management Program
EV	Electric Vehicle	PMS	Pavement Management System
F		PNR	Park & Ride
FAST	Fairfield and Suisun Transit	POP	Program of Projects
FAST Act	Fixing America's Surface Transportation Act	PPM	Planning, Programming & Monitoring
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies	PPP (P3)	Public Private Partnership
FEIR	Final Environmental Impact Report	PS&E	Plans, Specifications & Estimate
FHWA	Federal Highway Administration	PSR	Project Study Report
FPI	Freeway Performance Initiative	PTA	Public Transportation Account
FTA	Federal Transit Administration	PTAC	Partnership Technical Advisory Committee (MTC)
G		R	
GARVEE	Grant Anticipating Revenue Vehicle	RABA	Revenue Alignment Budget Authority
GHG	Greenhouse Gas	9 RBWG	Regional Bicycle Working Group

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 13, 2016

1. 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
Jim Spering, Vice Chair County of Solano
Elizabeth Patterson City of Benicia
Jack Batchelor City of Dixon
Harry Price City of Fairfield
Pete Sanchez City of Suisun City
Len Augustine City of Vacaville

MEMBERS

ABSENT: Osby Davis City of Vallejo

STAFF

PRESENT: Daryl Halls Executive Director
Bernadette Curry Legal Counsel
Janet Adams Deputy Executive Director/Director of Projects
Robert Macaulay Director of Planning
Johanna Masiclat Clerk of the Board/Office Manager
Susan Furtado Administrative Svcs. & Accounting Manager
Liz Niedziela Transit Program Manager – Mobility Management
Robert Guerrero Senior Project Manager
Anthony Adams Assistant Project Manager
Drew Hart Associate Planner
Paulette Cooper Commute Consultant
Karin Bloesch SR2S Program Coordinator

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

Nathaniel Atherstone Fairfield and Suisun Transit
Nick Burton County of Solano
George Gwynn Suisun City Resident
George Hicks City of Fairfield
Nathan Hodgins Congressman John Garamendi District
Representative
Vince Jacala Caltrans District 4

Jim McCracken

Vice Mayor and Alternate Board Member, City of
Rio Vista

Gerry Santiago

Caltrans District 4

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Batchelor, and a second by Board Member Sanchez, the STA Board approved the agenda. (7 Ayes, 1 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Reduction in State Transportation Funds Results in Six Months Delay for Jepson Parkway Construction Allocation
- Second BOE Reduction in Excise Tax to Negatively Impact Local Streets and Roads Funding
- Update of the STA Public Input Process for the Countywide Transportation Plan
- Caltrans Prioritizes I-80/I-680 Interchange as Candidate for Federal FASTLANES Funds
- Fairfield/Vacaville Rail Station Update
- Extension of Contract for Countywide ADA Eligibility
- RTIF Program Passes the \$2 Million Milestone
- Funding for SolanoExpress and Napa Vine 21 Bus Service
- May is Month for Bike for Bike to Work and Senior Summit 3
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Sperring reported that MTC's Programming and Allocation Committee recommended the Committee refer to the Commission the endorsement list and direction to staff to transmit a letter of endorsement to US DOT and project sponsors, and to provide approximately in RM2 matching funds for the I-80/I-680 Interchange project if needed (if federal FASTLANE funds are awarded), and subject to applicable RM2 policies and procedures and to the partial repayment provisions.

7. STA PRESENTATIONS

A. Update on I-80/I-680/SR12 Construction

Presented by: Gerry Santiago, Caltrans Construction

B. Update on the Fairfield/Vacaville Train Station

Presented by: George Hicks, City of Fairfield

C. Directors Reports:

1. Planning

2. Projects

3. Transit and Rideshare/Mobility Management Update

8. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through L. (7 Ayes, 1 Absent)

A. Minutes of the STA Board Meeting of March 9, 2016

Recommendation:

Approve STA Board Meeting Minutes of March 9, 2016.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 30, 2016

Recommendation:

Approve TAC Draft Meeting Minutes of March 30, 2016.

C. Authorization to Buyout the STA Leased Copiers

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.

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

Recommendation:

Receive and file.

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

Recommendation:

Receive and file.

F. Regional Measure 2 SolanoExpress Funding

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.

G. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTA)

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.

H. Bicycle Advisory Committee (BAC)'s Letter of Support for Pleasants Valley Road Project

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.

- I. Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan**
Recommendation:
Approve the FY 2016-17 3-Year PID Work Plan as specified in Attachment A and forward to Caltrans.
- J. Reappointment to the Paratransit Coordinating Council (PCC)**
Recommendation:
Reappoint Judy Nash as the Public Agency-Education representative for an additional three (3) year term to the Paratransit Coordinating Council
- K. 2016 Paratransit Coordinating Council (PCC) Workplan**
Recommendation:
Approve the 2016 PCC Workplan as shown in Attachment A.
- L. Fairfield-Vacaville Train Station Cap and Trade Grant Application**
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.

9. ACTION – FINANCIAL ITEMS

- A. I-80/I-680/State Route (SR) 12 Interchange Project**
Janet Adams announced that Caltrans is submitting Construction Package (CP) 2 and CP 3 for a Federal FASTLANE Grant, with a matching 20% from MTC and a matching 20% from the state. She reviewed staff’s recommendation to transfer \$1.142M from the I-80/I-680/SR12 Interchange – ICP project R/W Phase to the Final Design (PS&E) Phase for CP3. She commented that 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. Ms. Adams concluded by stating that 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.

Public/Board Comments:

None presented.

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.

On a motion by Board Member Batchelor, and a second by Board Member Augustine, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

B. Contract Extension for Countywide American Disability Assessments – C.A.R.E Evaluators

Liz Niedziela presented staff’s recommendation to extend the contract with C.A.R.E for providing Countywide American with Disabilities Act (ADA) Eligibility. She noted that the 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 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.

Public/Board Comments:

None presented.

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.

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

10. ACTION – NON FINANCIAL ITEMS

A. Legislative Update

Robert Macaulay reviewed staff’s recommendation to support Assembly Bill (AB) 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds and Senate Bill (SB) 1128 (Glazer) – Commute benefit policies.

Public/Board Comments:

None presented.

Recommendation:

Approve the following positions:

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

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

B. Strategic Projects Online Tracking (SPOT) Solano

Anthony Adams presented the Strategic Projects Online Tracker Program and requested Board approval.

Public/Board Comments:

None presented.

Recommendation:

Approve the Strategic Project Online Tracker Program.

On a motion by Board Member Sanchez, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
April 27, 2016

1. CALL TO ORDER

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

TAC Members Present:

Graham Wadsworth	City of Benicia
Jason Riley for 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
David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

TAC Members Absent:

Joe Leach	City of Dixon
Tim McSorley	City of Suisun City

STA Staff and Others

Present:

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Ryan Dodge	STA
Robert Guerrero	STA
Daryl Halls	STA
Drew Hart	STA
Robert Macaulay	STA
Johanna Masiclat	STA
John McKenzie	Caltrans

2. APPROVAL OF THE AGENDA

On a motion by George Hicks, and a second by David Kleinschmidt, the STA TAC approved the agenda. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

▪ **OBAG 1 Update**

Presented by: Anthony Adams

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Jason Riley, the STA TAC approved Consent Calendar Item A through C. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of March 30, 2016

Recommendation:

Approve TAC Meeting Minutes of March 30, 2016.

B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Chapter Policies

Recommendation:

Forward a recommendation to the STA Board to approve the Transit and Rideshare Element Policies Chapter provided as Attachment A.

C. One Bay Area Grant (OBAG) Cycle 1 Fund Transfer

Recommendation:

Forward a recommendation to the STA Board to approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon’s West A Preservation Project and to Dixon’s Safe Routes to School Project.

6. ACTION FINANCIAL ITEMS

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

Daryl Halls reviewed the FY 2016-17 new proposed calculations for contributions from Member Agencies. He noted that the proposed calculation is modified based on the average total amount of contributions received by STA from Member Agencies in FY 2004-05 through FY 2015-16 as recommended by TAC members. An annual CPI adjustment will be made in subsequent fiscal years beginning in FY 2017-18.

Recommendation:

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

1. The new proposed calculations for the Members Contribution using the average total contributions received by STA from member agencies from FY 2004-05 through FY 2015-16 as shown in Attachment A; and
2. The new proposed modified calculation for the Members Contribution with annual CPI adjustments beginning in FY 2017-18.

Graham Wadsworth, City of Benicia, arrived at the meeting.

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

7. ACTION NON FINANCIAL ITEMS

A. Legislative Update

Robert Macaulay requested support positions to two bills; AB 2742 (Nazarian) – Public private Partnerships and SB 824 (Beall) – Low Carbon Transit Operations Programs.

Recommendation:

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

- AB 2742 (Nazarian) – Public private Partnerships – *support*
- SB 824 (Beall) – Low Carbon Transit Operations Programs – *support*

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

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

The TAC reviewed the various examples of currently adopted policies by several adjacent counties who have identified their Maintenance of Effort requirements. STA staff explained 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. Issues were raised and discussed pertaining to accounting for use of local sales tax in five of seven cities that may not be consistent year to year. The recent loss of state excise based tax revenues and what was specified revenue should be included. Daryl Halls indicated the Solano City Managers would also be discussing this issue at their meeting in May.

After discussion, the STA TAC requested that staff bring this item back with a summary of their comments to be further discussed and considered at a future meeting.

8. INFORMATIONAL – DISCUSSION

A. STA’s Draft Overall Work Plan for FY 2016-17 and FY 2017-18

Daryl Halls reviewed and summarized the STA's Draft OWP for FY’s 2016-17 and 2017-18. He commented that the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16. Approval of the OWP is scheduled for the Board meeting in June.

B. Comprehensive Transportation Plan (CTP) Public Outreach Update

Robert Macaulay provided an update to the CTP Public Outreach. He noted that of the 2,132 public comments received, 1,370 have information that allows STA and/or others to provide a reply. He commented that to date, STA has replied to 1,190 comments (87%) and that the STA has identified 532 with comments specific to issues in the county or one of the 7 cities.

C. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways Goal Gap Analysis

Robert Macaulay noted that the Goal Gap Analysis was presented to the Arterials, Highways and Freeways meeting of April 11, 2016, and will come back to the Committee for action on May 23rd. He commented that following approval of the Goal Gap Analysis, staff will prepare chapters on available resources to address the identified gaps and policies to help guide the allocation of those resources.

D. Regional Transportation Plan (RTP) Project Assessment

Robert Macaulay noted that the STA staff transmitted a letter to MTC expressing concerns about MTC staff’s initial assessment that pertain to the I-80/I-680/SR 12 Interchange and SolanoExpress Bus Service. MTC staff will present their updated assessment to the MTC Commission at a workshop on April 28th.

E. Status of STA Planning Activities

Robert Macaulay provided a status update to STA's number of regional and local planning activities. He noted that the STA provide quarterly reports to MTC regarding the expenditure of Surface Transportation Program (STP) funds and sources.

F. Regional Transportation Impact Fee (RTIF) Update

Robert Guerrero distributed and reported on the funding disbursements from revenue collected for the RTIF Program. He noted that staff intends to work with the Planning Directors over the next two months to develop an updated RTIF revenue projections based on building permit activities anticipated in the next couple of years. He commented that a separate update will be provided to the June 2016 TAC meeting with the new RTIF projections and progress report on any updates to Working Group Districts 5 and 7.

G. Bicycle and Pedestrian Priority Projects Funding

Drew Hart explained the prioritization and process for updating the Priority Project Lists for the implementation of countywide bicycle and pedestrian transportation projects. He noted that the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) will use these lists of recommendations to discuss, amend, and recommend the Bicycle and Pedestrian Priority Projects List for FY 2016-17 which would be recommended to the STA TAC and Board for approval.

H. Bike/Ped Counter One Year Summary Report

Ryan Dodge provided an annual report on STA's coordinated installation of automated counters at two short-term and two continuous in Suisun, Vacaville, Vallejo, and Solano County (SS Valley Parkway, south of Rockville Road). He noted that the four counters were loaned to the Napa Valley Transportation Authority (NVTA) for use in September 2015 to collect data that contributed to the National Bicycle and Pedestrian Documentation Project. He concluded by stating that the STA's policy is to share equipment with neighboring CMAs in order to be a good neighbor but also to procure good will in case of future need for short-term use of another CMA's equipment.

NO DISCUSSION ITEMS

I. Summary of Funding Opportunities

J. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for May through July 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, May 25, 2016.**



DATE: May 2, 2016
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: One Bay Area Grant (OBAG) Cycle 1 Fund Transfer

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group (PDWG) was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

Discussion:

A project programmed for Fiscal Year (FY) 2014-15, Dixon's West A St Preservation, recently opened bids for the project's construction phase. The programmed federal amount for the project was \$584,000, but the low bid came in at \$489,570; \$94,430 less than the federally programmed amount. Dixon staff contacted STA staff and requested that this remaining amount (\$94,430) be moved to their Safe Routes to School (SR2S) capitol project programmed for FY 2016-17. Dixon staff stated their intention was to add radar feed-back signs at multiple locations adjacent to schools to their project scope.

STA staff contacted the Metropolitan Transportation Commission (MTC) and requested that the additional funds be moved to Dixon's SR2S project, which was accepted, contingent on the STA Board approving the shifting of the funds between the two projects as described. STA staff recommends the STA Board authorizes this to take place.

Fiscal Impact:

None to STA General Funds

Recommendation:

Approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon's West A Preservation Project to Dixon's Safe Routes to School Project.

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DATE: May 11, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Contract Amendment – Transit Planning Related to Corridor Study Phase 2

Background:

STA staff is implementing the Transit Corridor Study Phase 2 process in coordination with Fairfield and Suisun Transit and Solano County Transit (SolTrans), as approved by the Board in December 2014. That process included awarding a consultant agreement to Arup North America Limited (Arup) to prepare the Phase 2 Plan and carry out certain related planning activities. This agenda item is to seek Board approval to increase the agreement not-to-exceed amount for certain in depth technical planning critical to determining the advisability of final service implementation at an operations level.

Discussion:

In December 2014, the STA Board authorized the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP; and, authorized the Executive Director to enter into an agreement for an amount not- to-exceed of \$275,000 for Transit Corridor Study Phase 2 and Coordinated Short Range Transit Plan (SRTP). STA entered into an agreement with the selected consultant, Arup, for a total agreement amount of \$267,885. Of that, \$136,750.18 is allocated to the Transit Corridor Study Phase 2.

The last report to the Consortium on this item was on December 4, 2015. At that time, staff shared the preliminary results of the project’s public outreach efforts. And, since that time, STA has:

1. Refined the list of implementation issues.
2. Received a draft implementation plan from our project consultant.
3. Reviewed the draft plan and proposed that we follow a somewhat different implementation or phased approach that retains peak period Route 90 service in the first phase.
4. Prepared plans to bring on a specialist in scheduling and operations planning to develop a set of draft schedules tied to realistic operations timing and to identify allocation of equipment and operating costs; and, to further validate operational viability.
5. Set Board Workshops on service planning and capital planning for July 2016.
6. Set a new proposed implementation date of approximately July 2017. The delay is to assure that we are thorough in planning, working with the operators, and accounting for user concerns.

Under item “4” above, staff has completed negotiations, subject to necessary Board direction, with Arup to expand the existing agreement to add the specialist as sub consultant. Staff has reviewed the background of the proposed sub consultant and determined the skills, knowledge, and ability meet our requirements; and, that the cost is reasonable.

In anticipation of the more detailed and technical operations planning, the Board allocated \$40,000 for Corridor Study implementation related activities (Attachment C) in April 2016. The funding is part of a total March 2016 package of RM2 funding (\$738,000) provided by MTC to STA to be spent in FY 2015-16. Therefore, there is an urgency to proceed with implementing the additional work.

If approved by the Board, the Executive Director would amend the existing agreement with Arup to add the additional specialized sub consultant with a new total contract amount. This request would increase the not-to-exceed amount to \$315,000, an increase of \$40,000 as previously programmed by the Board.

Staff intends to return to the Board with a comprehensive workshop on operations and capital planning in July 2016. The workshop will include results learned from this operations planning exercise.

Fiscal Impact:

The additional \$40,000 will be funded by additional RM2 funding STA has received from MTC for FY 2015-16.

Recommendation:

Authorize the Executive Director to amend the Consultant Contract with Arup for the Transit Corridor Study Phase 2 and the Coordinated Short Range Transit Plan (SRTP) for an amount not-to-exceed \$315,000.



DATE: May 2, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Express Lanes Projects – Traffic Control Agreement with California Highway Patrol (CHP)

Background:

Since 2010, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). STA is the lead agency for the Final Design Phase for the I-80 Express Lanes. Environmental clearance for the I-80 Express Lanes was completed by STA in December 2015.

Discussion:

In April 2015, the Board authorized the Executive Director to enter into an agreement with AECOM Technical Services to provide detailed preliminary engineering and final design services for the I-80 Express Lanes – Red Top Road to I-505 Project. In order to proceed with final design, site data is required, including but not limited to the following: 1) site photography; 2) field surveys; 3) right of way surveys; 4) environmental and geotechnical field investigation; 5) utility pot holing; and 6) traffic studies. In order to conduct the engineering studies to obtain this data, freeway shoulder or lanes closures will be required. CHP assistance will be necessary for all shoulder and lanes closures and can be provided through a standard Traffic Control Agreement. As such, STA staff is recommending the STA Board authorize the Executive Director to enter into a Traffic Control agreement with the CHP for a not-to-exceed amount of \$150,000.

Fiscal Impact:

The I-80 Express Lanes - West Segment (Red Top Road to Airbase Parkway) project PS&E is being funded with bridge toll funds already allocated. This allocation will fund this effort with CHP.

Recommendation:

Authorize the Executive Director to enter into a Traffic Control agreement with CHP for a not-to-exceed amount of \$150,000 to facilitate shoulder and lanes closures required for technical engineering studies performed as part of final design of the I-80 Express Lanes – Red Top Road to I-505 Project.

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DATE: May 11, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Revise Policy for Calculating Annual Members Contributions

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County. These funds were combined with federal transportation planning funds (Federal Surface Transportation Program (STP)) made available following the passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and provided by the region's federally designated Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), to each of the nine Bay Area congestion management agencies (CMAs) to conduct countywide transportation planning and programming activities. The combination of local gas tax, TDA, and federal transportation planning funds, primarily funded STA's operations prior to 2000.

At the January 2016 meeting of the Solano City Managers, the subject of the process for how STA allocates the amount of membership contribution among the eight member agencies was broached by the City of Fairfield. As a follow up to the subject brought up at the January Solano City Managers meeting, the February 2016 Technical Advisory Committee (TAC) meeting and an email of options suggested by Fairfield Public Works Director, George Hicks, STA staff prepared several Members Contribution calculation options for discussion. The following are the three (3) options presented to the TAC:

1. Members Contribution calculation based on the approved index policy approved by the STA Board in January 2004.
2. Members Contribution calculation based on the State Controller's Office report for the fiscal year instead of the calendar year.
3. Fixed Members Contribution based on the average contribution received in the past twelve (12) years by STA with an annual Consumer Price Index (CPI) adjustment as of June 30th.

At a meeting following the TAC on March 30, 2016, the TAC members and STA staff agreed to recommend a modification to STA's indexing policy for the Members Contribution calculations based on the average contribution amount by each members for the past twelve (12) years with an annual CPI adjustment.

Discussion:

Attachment A is the FY 2016-17 Local TDA Funds and the new proposed Contributions from Member Agencies. The TDA funds contribution to STA for FY 2016-17 is in the amount of \$481,422, a reduction of \$27,355 (5.4%) from the prior fiscal year. STA's TDA claim for FY 2016-17 is calculated based on the FY 2004 adopted indexing policy and the MTC's annual TDA funding estimates issued February 24, 2016. (Attachment D). This funding contribution varies depending on the amount of MTC's TDA funding estimates and adjustments are reflected in the subsequent fiscal year. This method of calculation for the TDA contribution to the STA is not proposed to change.

The FY 2016-17 new proposed calculations for contributions from Member Agencies is in the amount of \$276,223. This proposed calculation is modified based on the average total amount of contributions received by STA from Member Agencies in FY 2004-05 through FY 2015-16 (Attachment E) as recommended by TAC members. An annual CPI adjustment will be made in subsequent fiscal years beginning in FY 2017-18. At the STA TAC meeting of April 27th, the TAC unanimously recommended the STA Board approve the revised policy for calculating annual members contributions based on 12 years average starting in FY 2016-17 with CPI adjustments beginning in FY 2017-18.

Fiscal Impact

FY 2016-17 Local TDA Funds is \$481,422 using the STA Board approved indexing policy. The FY 2016-17 Members Contributions is \$276,223 using the new proposed indexing policy. In aggregate, the total TDA and members' contribution for the FY 2016-17 is \$757,645.

Recommendation:

Approve the following:

1. Revise policy for calculating annual Members Contributions using the average total contributions received by STA from member agencies from FY 2004-05 through FY 2015-16 as shown in Attachment A; and
2. Utilizing the new proposed modified calculation for the Members Contributions beginning in FY 2016-17 and incorporating annual CPI adjustments beginning in FY 2017-18.

Attachments:

- A. FY 2016-17 Local TDA Funds and the New Proposed Contributions from Member Agencies;
- B. Computations for FY 2016-17 TDA Funds Contribution
- C. Proposed modified Computation for FY 2016-17 Members Contribution
- D. MTC FY 2016-17 Fund Estimate TDA Funds Solano County (February 24, 2016);
- E. Contributions Received from Member Agencies FY 2004-05 through FY 2015-16

FY 2016-17 Local Transportation Development Act (TDA)

and

New Proposed Contributions from Member Agencies

TDA Contributions

AGENCY	FY 2016-17 TDA	FY 2015-16 Adjustment	FY 2016-17 Total TDA to STA	FY 2015-16 TDA to STA	% Change
Benicia	30,254	691	30,945	33,032	-6.3%
Dixon	21,168	483	21,651	22,434	-3.5%
Fairfield	122,537	2,800	125,337	131,585	-4.7%
Rio Vista	8,837	201	9,038	9,240	-2.2%
Suisun City	31,798	726	32,524	34,334	-5.3%
Vacaville	104,265	2,383	106,648	112,700	-5.4%
Vallejo	130,438	2,981	133,419	142,414	-6.3%
Solano County	21,374	488	21,862	23,038	-5.1%
TOTAL	\$470,669	\$10,753	\$481,422	\$508,777	-5.4%

New Proposed Members Contributions

AGENCY	Total Amount Twelve (12) Years Contribution	Annual Average	FY 2016-17 Contribution to STA
Benicia	215,918	17,993	17,993
Dixon	137,237	11,436	11,436
Fairfield	831,792	69,316	69,316
Rio Vista	56,944	4,745	4,745
Suisun City	220,490	18,374	18,374
Vacaville	750,879	62,573	62,573
Vallejo	946,701	78,892	78,892
Solano County	154,713	12,893	12,893
TOTAL	\$3,314,674	\$276,223	\$276,223

Total FY 2016-17 Contributions from Member Agencies

AGENCY	TDA	Member Contribution	TOTAL
Benicia	30,945	17,993	48,938
Dixon	21,651	11,436	33,087
Fairfield	125,337	69,316	194,653
Rio Vista	9,038	4,745	13,783
Suisun City	32,524	18,374	50,898
Vacaville	106,648	62,573	169,221
Vallejo	133,419	78,892	212,311
Solano County	21,862	12,893	34,754
TOTAL	\$481,422	\$276,223	\$757,645

Computations for FY 2016-17 Transportation Development Act (TDA) Funds Contributions

Total FY 2015-16 TDA to County	\$17,033,726	FY 2016-17 Total TDA to County	\$17,432,184
February 2015 Estimate		February 2016 Estimate	
STA Index	2.7%	STA Index	2.7%
	<u>\$459,911</u>		<u>\$470,669</u>

Member Agencies:	Agency TDA	Percent	FY 15-16 Claim	TDA Adjustment	Total TDA	Percent	FY 2015-16 Revised Claim	FY 2015-16 Adjustment
Benicia	1,049,698	0.064	29,562	25,116	1,074,814	0.064	30,254	691
Dixon	734,437	0.045	20,684	17,573	752,010	0.045	21,168	483
Fairfield	4,251,582	0.260	119,736	101,726	4,353,308	0.260	122,537	2,800
Rio Vista	306,605	0.019	8,635	7,336	313,941	0.019	8,837	201
Suisun City	1,103,260	0.068	31,071	26,397	1,129,657	0.068	31,798	726
Vacaville	3,617,620	0.222	101,882	86,557	3,704,177	0.222	104,265	2,383
Vallejo	4,525,725	0.277	127,456	108,285	4,634,010	0.277	130,438	2,981
Solano County	741,586	0.045	20,885	17,744	759,330	0.045	21,374	488
TDA	\$ 16,330,513	1.000	\$459,911	\$390,734	\$16,721,247	1.000	\$470,669	\$10,753

Total TDA to County		\$17,432,186			
FY 2016-17		STA Index	2.7%	\$470,669	
February 2016 Estimate					
Member Agencies:	Agency TDA	Percent	FY 2016-17 Estimate Claim	FY 2015-16 Adjustment Claim	FY 2016-17 Total Adjusted TDA Funds
Benicia	1,077,855	0.064	30,254	691	30,945
Dixon	745,767	0.045	21,168	483	21,651
Fairfield	4,355,601	0.260	122,537	2,800	125,337
Rio Vista	318,930	0.019	8,837	201	9,038
Suisun City	1,124,528	0.068	31,798	726	32,524
Vacaville	3,686,482	0.222	104,265	2,383	106,648
Vallejo	4,658,922	0.277	130,438	2,981	133,419
Solano County	753,163	0.045	21,374	488	21,862
FY 2016-17 TDA Estimate	\$16,721,248	1.000	\$470,669	\$10,753	\$481,422

Proposed Modified Computation for FY 2016-17 Members Contribution

<u>Members Agency</u>	<u>Total Amount Twelve (12) Years</u>	<u>Annual Average</u>	<u>FY 2016-17 Contribution to STA</u>
Benicia	215,918	17,993	17,993
Dixon	137,237	11,436	11,436
Fairfield	831,792	69,316	69,316
Rio Vista	56,944	4,745	4,745
Suisun City	220,490	18,374	18,374
Vacaville	750,879	62,573	62,573
Vallejo	946,701	78,892	78,892
Solano County	154,713	12,893	12,893
Total	\$3,314,674	\$276,223	\$276,223

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**FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4220
Page 9 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate		FY2016-17 TDA Revenue Estimate	
FY2015-16 Generation Estimate Adjustment		FY2016-17 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 15)	17,358,114	13. County Auditor Estimate	17,773,436
2. Revised Estimate (Feb, 15)	17,773,436	FY2016-17 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	415,322	14. MTC Administration (0.5% of Line 13)	88,867
FY2015-16 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	88,867
4. MTC Administration (0.5% of Line 3)	2,077	16. MTC Planning (3.0% of Line 13)	533,203
5. County Administration (Up to 0.5% of Line 3)	2,077	17. Total Charges (Lines 14+15+16)	710,937
6. MTC Planning (3.0% of Line 3)	12,460	18. TDA Generations Less Charges (Lines 13-17)	17,062,499
7. Total Charges (Lines 4+5+6)	16,614	FY2016-17 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	398,708	19. Article 3.0 (2.0% of Line 18)	341,250
FY2015-16 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,721,249
9. Article 3 Adjustment (2.0% of line 8)	7,974	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	390,734	22. TDA Article 4 (Lines 20-21)	16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	390,734		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
SUBTOTAL	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia ⁴	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
SUBTOTAL	13,929,299	62,128	13,991,427	(18,797,550)	75,432	16,330,513	390,734	11,990,557	16,721,249	28,711,806
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,659,578)	\$75,432	\$16,663,789	\$398,708	\$12,247,771	\$17,062,499	\$29,310,270

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.



Contributions Received from Member Agencies Fiscal Year (FY) 2004-05 through FY 2015-16

Member Agency	2004-05 Year #1	2005-06 Year #2	2006-07 Year #3	2007-08 Year #4	2008-09 Year #5	2009-10 Year #6	2010-11 Year #7	2011-12 Year #8	2012-13 Year #9	2013-14 Year #10	2014-15 Year #11	2015-16 Year #12	Total Amount	Annual Average
Benicia	18,662	19,470	18,536	18,618	18,164	16,479	16,567	14,827	22,735	11,035	16,651	24,174	215,918	17,993
Dixon	11,142	11,684	11,224	11,705	11,684	10,601	10,406	9,313	14,249	7,502	11,308	16,419	137,237	11,437
Fairfield	70,714	74,338	71,125	71,564	70,213	63,701	63,207	56,408	85,759	42,654	65,802	96,307	831,792	69,316
Rio Vista	3,950	4,431	4,307	4,658	4,903	4,449	4,778	4,357	6,736	3,024	4,588	6,763	56,944	4,745
Suisun City	18,524	19,742	18,811	18,885	18,449	16,738	16,692	15,293	23,441	11,480	17,306	25,129	220,490	18,374
Vacaville	64,781	68,106	65,290	65,915	64,092	58,148	57,376	51,114	78,757	37,850	56,965	82,485	750,879	62,573
Vallejo	82,856	87,044	83,140	82,598	80,517	73,050	71,700	64,154	98,288	47,413	71,708	104,233	946,701	78,892
Solano County	13,556	14,074	13,525	13,370	13,124	11,905	11,950	10,681	16,321	7,722	11,622	16,863	154,713	12,893
TOTAL	\$284,185	\$298,889	\$285,958	\$287,313	\$281,146	\$255,071	\$252,676	\$226,147	\$346,286	\$168,680	\$255,950	\$372,373	\$3,314,674	\$276,223



DATE: April 29, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Project Performance Assessment

Background:

The Regional Transportation Plan (RTP) is the long-range planning document developed and adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). The RTP is guided by both federal and state requirements. The most important of the later is SB 375, which requires the development of a Sustainable Communities Strategy (SCS) that achieves two goals: reduction in the emissions of Greenhouse Gases (GHGs) emitted by cars and light trucks, and construction of adequate housing.

In addition to the 2 required goals established by SB 375, MTC has adopted 11 additional goals. These range from supporting healthy and safe communities to preserving agricultural and open space lands to reducing the impacts of transportation projects on communities of concern.

Discussion:

The current RTP/SCS, Plan Bay Area, was adopted in 2013, and is now being updated. As a part of the update, MTC is assessing all projects that are a) not fully funded, and b) have a project cost of greater than \$100 million. The assessment is two-fold:

- A quantitative Benefit to Cost (BC) ratio
- A qualitative Target assessment

The initial MTC assessment scores for projects in Solano County are provided in Attachment A. On March 30, 2016, STA transmitted a letter expressing concerns about this assessment to MTC and underlining the benefits of both projects (See Attachment B). The focus of STA's comments pertain to the I-80/I-680/SR 12 Interchange and SolanoExpress Bus Service. A summary of concerns raised by all parties is provided as Attachment C.

MTC staff prepared an updated assessment for the MTC Commission workshop on April 28th. The Target Assessment for the I-80/I-680/SR 12 Interchange was raised from 1.0 to 2.5, an improvement of 1.5 points. The BC assessment of the interchange project was not changed, and remains at 0.2. The Solano Express Bus Network Improvement BC and target scores were not adjusted.

The two most significant costs for the interchange identified in the MTC modeling analysis are increased traffic collisions and decreased physical activity. MTC's assessment includes a footnote regarding traffic collisions stating that their model cannot account for changes in weaving movements and rear end collisions – exactly the sort of improvements that will result from the interchange project. This means that MTC staff acknowledges that they cannot accurately model the safety benefits of the project. MTC staff has also noted their model does not model the freight benefits of the project as well.

STA staff provided data from the approved EIR/EIS for the interchange to MTC staff that documents expected reductions in collisions that will result from the completion of the Interchange project. The information from the EIR/EIS documents numerous road segments that exceed the state average for injury and fatality accidents. To quote directly from the environmental document,

“in particular, the total and fatality+ injury actual accident rates are 1.9 to 1.4 times higher, respectively, for the west-bound off ramp to red top road; the total actual accidents and fatality+ injury actual accident rates are 1.7 to 2.0 times higher, respectively, for the eastbound off ramp to green valley road; the actual fatality+ injury accident rate is 34% higher than the average accident rate (fatality+ injury) for the eastbound onramp from green valley road; the total actual accident rate is 3.9 times higher, for the westbound connector ramp from northbound I-680; and the total actual accident and fatality+ injury actual accident rates are 37% and 55% higher than the average accident rate (fatality+ injury) respectively for the eastbound connector ramp from northbound I-680 than average rates.”

The provision of this information and the attached table appears to have had no impact on the project's evaluation by MTC staff. The environmental document safety discussion concludes with the following paragraph:

“The proposed improvements will reduce current and projected congestion as well as braided several congested weave movements. Therefore, it is anticipated that construction of the proposed improvements will result in accident rates dropping to, or below, the state-wide average for similar facilities.”

With such a dramatic improvement in collisions demonstrated in this adopted environmental document, STA staff believes that the project should receive a safety benefit, rather than a cost, in the BC rating. While it is difficult to monetize the reduction in injury and fatality accidents, STA staff is preparing an estimate of the annual miles traveled through the Interchange complex and applying the change in accident rates documented in the EIR/EIS. This analysis will be provided upon completion.

A critical gap missing in the analysis of the project is the conclusions regarding physical activity. MTC's modeling staff believes that, in suburban communities such as those found in Solano County, reductions in traffic congestion – as would be provided by the Interchange – result solely in an increase in drive-alone commuters, and a reduction in the willingness of residents to bike or walk to transit centers in order to join a carpool or vanpool, or ride and express bus, ferry or train. This staff conclusion is not consistent with the actual real world experience of Solano County residents. The best example of this is the Suisun City – Fairfield Capitol Corridor station. According to data provided by the Capitol Corridor and included as part of STA's recently completed Rail Facilities and Freight Study, this station has access rates for bicyclists and pedestrians (18%) equal to those found in Emeryville and Berkeley. The bicycle storage lockers at the Vacaville and Fairfield Express Bus / Park and Ride lots are consistently filled. The generally good weather and the constantly expanding bicycle and pedestrian networks funded by STA and implemented by cities throughout Solano County are incentives for people to use active transportation to get to a transit center. The disincentive to using transit to access the Bay Area is congestion found in a few key spots such as the Interchange. The MTC staff analysis misses this point.

Additional active transportation benefits are provided through numerous new class one and class two bicycle facilities that are integral elements of the Interchange project. These new facilities provide local connections between single family and multifamily residential areas, nearby

commercial and employment centers, and existing schools and civic facilities. They bypass the barrier provided by I-80 and I-680 by creating new bike lanes on existing over crossings, and creating new grade-separated bike lanes. In addition to the local connections, the project provides a vital link to the class two facility through Jamison Canyon that connects Fairfield and the Suisun Valley PCA to Napa County and provides better connection for four regional bike facilities – North Connector, Solano Bikeway (McGary Road), Lopes Road and Jameson Canyon. The project will also improve Safe Routes to School access for students traveling to Green Valley Middle School and Rodriguez High School.

The MTC model does not lend itself to calculating the benefit of additional student bicycle and pedestrian trips that would result from the project. It also has trouble capturing the local transition of commute trips from automobiles to bicycles that would be provided by elimination of the interstate freeway barriers by the project. Finally, it is unable to capture the increased physical activity (and support for open space and agriculture in the Napa and Solano PCAs) that would be provided by the completion of the project.

In addition to these functional errors, the MTC analysis contains two significant cost errors. The first is the assignment of \$3.3 million in annual operation and maintenance costs. This assessment is based on coding 32 net new lane miles of pavement into the MTC travel model. The project does not create any new lane miles. The only new lane miles within the general project area are the future North Bay Express Lane on I-680 and the express lane direct connector ramps, but these facilities are captured in a separate RTP project (the North Bay Express Lane project), and should not be associated with the Interchange. The Express Lanes are a separately-listed project, and have a BC rating of 2 and a target score of 3. All other work is the replacement of existing facilities, which have a high maintenance cost, with new facilities that will have no operation and maintenance costs during the period covered by the RTP. Therefore, the annual operation and maintenance cost should be zero.

A second error is the assignment of a total project capital cost of \$567.4 million to the project. Of that total cost, \$220 million is part of the previously mentioned North Bay Express Lane project. If these costs are removed from the Interchange costs, the total capital cost becomes \$347.4 million, or \$17.4 million per year.

The resulting mistaken analytical conclusion by MTC modeling staff could be catastrophic for the Interchange project. First of all, a BC rating of 0.2 means that the project is considered low performing. This means that STA must present, and the MTC Commission must accept, a “compelling case” argument on behalf of the Interchange project. If this compelling case argument is not accepted by the full MTC Commission, the Interchange Project would not be eligible for inclusion in the RTP. Second, exclusion from the RTP would cause the project to be inconsistent with the FHWA funding requirements. This would likely mean an expiration of the Record of Decision for the project’s environmental review. Obtaining a new Federal environmental certification to replace the existing one would be a gargantuan waste of time and public investment – if it could be done at all.

Finally, such a negative rating in the draft RTP could be diminish the project’s potential to compete for the Federal FASTLANE freight program. The Interchange is one of only three state projects submitted by Caltrans (with the recent support of matching funds by MTC) for FASTLANE funding. Last year, the Interchange projects was included as a freight movement priority in the new federal, state and regional goods movement plans. Clearly, MTC’s model is not accurately assessing the goods movement benefits of the project. This has been confirmed by MTC staff. In point of fact, the BC assessment does not even contain a category for economic benefits provided by improved goods movement. It is clear, however, that the Interchange projects, and its elimination from the RTP would hurt both Solano County’s ability

and the Bay Area’s ability and credibility when seeking funds for other goods movement projects, including the I-80 west bound truck scales. In contrast, including the project in the RTP and its future construction and operation would lead to an annual economic benefit to the Bay Area and I-80 corridor.

If MTC staff were to accurately measure the costs and benefits of the Interchange project, the following changes would be made (all figures in thousands of dollars):

Category	MTC Assessment	STA Recommended Revised Assessment
Interchange Project Cost	567,400	567,400
Regional Express Lane Cost	0	220,000
Net Project Cost	567,400	347,400
Annual Capital Cost	28,370	17,370
Annual O&M	3,300	0
TOTAL ANNUAL COST	31,670	17,370
Initial Project Benefit Calculation	5,100	5,100
Project Benefit with no Collision or Physical Activity Cost	n/a	11,900
TOTAL ANNUAL BENEFIT	5,100	11,900
BC Calculation	0.2	0.7

STA staff believes that, when it has completed its financial analysis of the substantially lower rates of collision that would accrue from the project, and if a reasonable assessment of the benefits from increased physical activity and goods movement is included, the \$5.5 million gap between the calculated annual cost and the annual benefit will be eliminated, and the project will have a positive BC rating of over 1.0 or greater.

The BC rating and the target assessment for the Solano Express Bus Network project puts it in the “middle performing” category. If the target score assessment changes requested by STA were implemented, the project would meet one of the two criteria needed to qualify as a high performing project. The BC assessment is unlikely to be raised to 7 or greater, which is the other criteria needed for a project to be considered high performing. This means the project is less likely to attract regional funds than a high performing project would be. It is, however, eligible for STA fund allocation.

Fiscal Impact:

Fiscal impact to be determined. If the interchange project is not included in the RTP, it would be ineligible for Federal, State or regional funding. If the express bus project is not included in the RTP, STA and the member agencies would need to examine funding options. The fiscal impact of this is unknown, but could be significant.

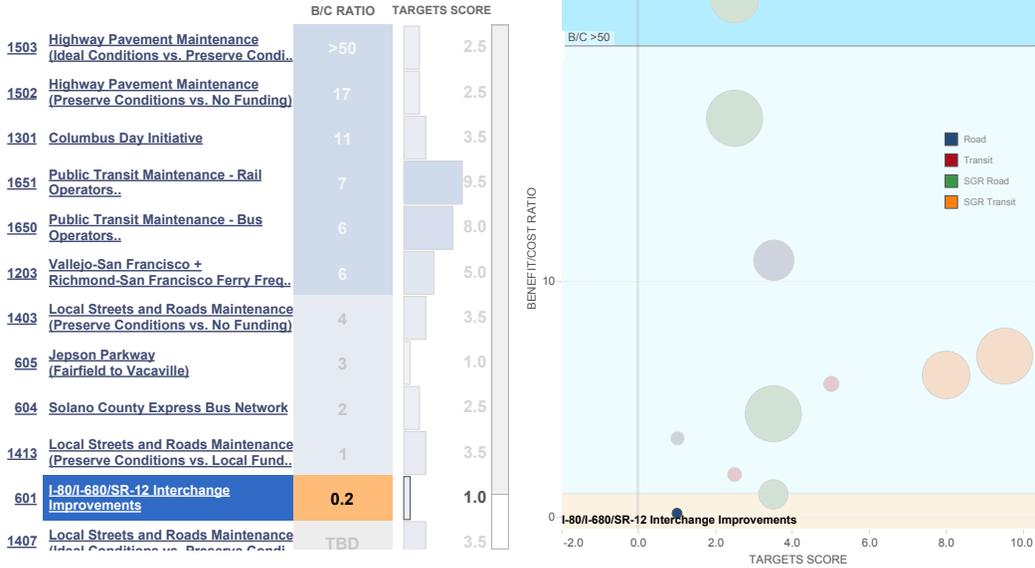
Recommendation:

Approve forwarding a letter to MTC from the STA Board requesting changes to the RTP Performance Evaluation for the I-80/I-680/SR 12 Interchange as specified to address the benefits of the project pertaining to goods movement, improved safety and active transportation.

Attachments:

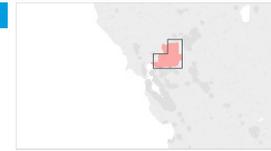
- A. MTC Project Assessments – March 2016
- B. STA Letter to MTC – March 30, 2016
- C. MTC Summary of Project Assessment Comments

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

601
I-80/I-680/SR-12 Interchange Improvements
B/C: 0.2 Targets Score: 1.0



BENEFIT - COST ASSESSMENT

(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$5M **ANNUAL COST** \$32M **CAPITAL COST** \$567M **NET O+M COST** \$16M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$5.1M	\$13.0M	(\$0.5M)	(\$0.5M)	(\$0.1M)	\$0.0M	(\$1.3M)	(\$5.5M)	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
1.0	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MODERATE SUPPORT	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections), acceleration or deceleration behavior, or queue spillback.

EQUITY ASSESSMENT

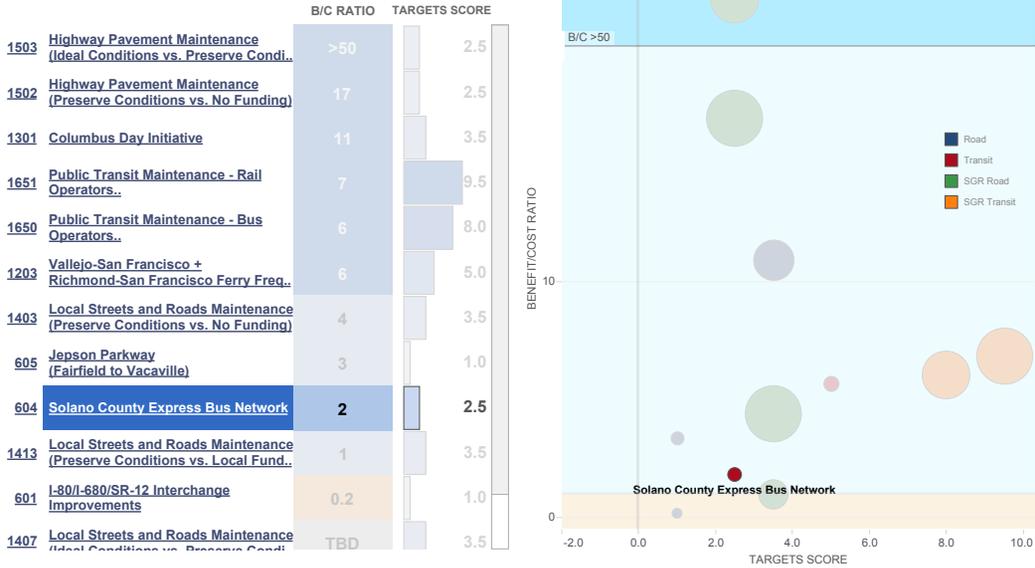
Equity Targets Score Serves Community of Concern

1.5

Yes

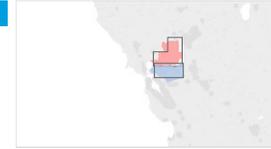
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

604
Solano County Express Bus Network
B/C: 2 Targets Score: 2.5



BENEFIT - COST ASSESSMENT

(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$21M **ANNUAL COST** \$12M **CAPITAL COST** \$125M **NET O+M COST** \$48M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$21.2M	\$11.9M	\$1.5M	\$0.3M	\$0.2M	\$0.0M	\$1.8M	\$5.4M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
2.5	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



Bus frequency projects can be implemented quickly for near-term benefits.

EQUITY ASSESSMENT

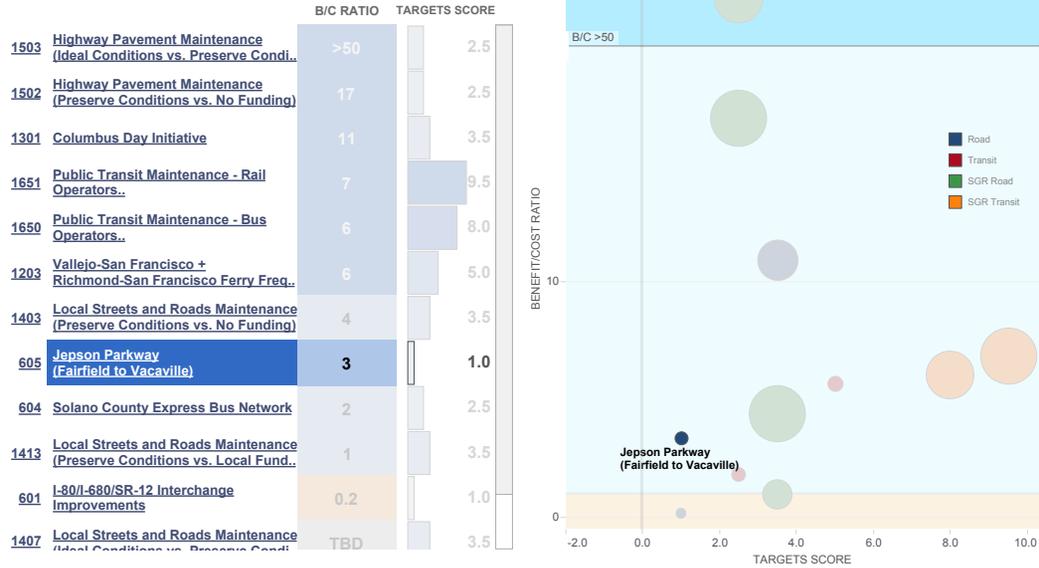
Equity Targets Score Serves Community of Concern

1.5

Yes

For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

605
**Jepson Parkway
(Fairfield to Vacaville)**
B/C: 3 Targets Score: 1.0



BENEFIT - COST ASSESSMENT

(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$17M **ANNUAL COST** \$5M **CAPITAL COST** \$84M **NET O+M COST** \$18M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$17.1M	\$4.4M	\$0.9M	(\$0.1M)	\$0.0M	\$0.0M	\$4.8M	\$7.0M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
1.0	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



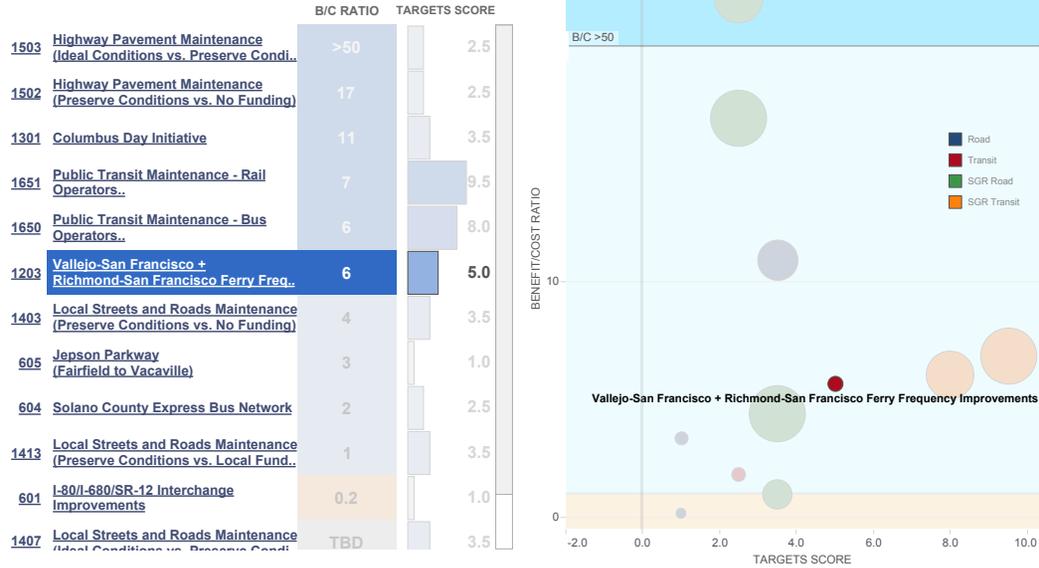
EQUITY ASSESSMENT

Equity Targets Score Serves Community of Concern

1.0 **Yes**

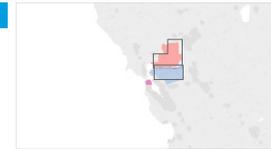
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

1203
Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements
B/C: 6 Targets Score: 5.0



BENEFIT - COST ASSESSMENT
(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$29M **ANNUAL COST** \$5M **Capital Cost** \$40M **O+M Cost** \$134M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$29.2M	\$16.3M	\$0.3M	\$0.0M	\$0.1M	\$0.0M	\$0.9M	\$11.6M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
5.0	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	STRONG SUPPORT	STRONG SUPPORT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



Due to the project's smaller size, the travel model may not accurately estimate its benefits relative to the regional scale of the model. Ferry frequency improvements can be implemented quickly for near-term benefits.

EQUITY ASSESSMENT

Equity Targets Score Serves Community of Concern

3.0 **Yes**

For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map



Solano Transportation Authority

... working for you!

Member Agencies:

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

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Email: info@sta.ca.gov • Website: sta.ca.gov

March 30, 2016

Sent Via Electronic and US Mail

Page 1 of 5

Ken Kirkey
Planning Director
Metropolitan Transportation Commission (MTC)
101 Eight Street
Oakland, CA 94607

RE: Plan Bay Area Project Assessment for Solano County

Dear Mr. Kirkey:

STA has significant concerns about how two Solano County projects are rated; the I-80/I-680/SR-12 Interchange and the SolanoExpress Bus service frequency changes. Detailed comments on each of these projects are provided below. We request that MTC staff give serious consideration to the issues raised, and adjust the assessment and scores of these projects prior to their presentation at the MTC Planning Committee meeting of April 8th, 2016.

MTC released its draft of the Plan Bay Area project assessment for the Partnership Technical Advisory Committee meeting of March 18th, 2016. STA staff, along with Contra Costa and Napa County staff, were given access to the project assessment website on the late afternoon of Wednesday, March 16th, 2016, and received a briefing on the results the morning of Thursday, March 17th, 2016.

As you know, each project’s performance assessment is broken into two components by your staff: a benefit to cost (the BC ratio) calculation, and a performance target assessment score. The benefit to cost ratio is calculated using both CMA provided data and MTC’s assessment of project capital and operating costs. There are three broad categories for the BC ratio. These are travel time and cost savings, air pollution, and health and safety. A more detailed discussion of how the benefit-cost assessment is performed has been provided by your staff.

The target assessment is based on 13 qualitative performance targets approved by MTC. For the original Plan Bay Area, there were only 10 targets. Projects can be assessed anywhere from -1.0 to +1.0 for each target. Again, more detailed discussion of how assessment was provided by your staff.

Project #1 – the I-80/I-680/SR 12 interchange. Benefit to cost ratio of 0.2, target assessment of 1.0.

- The interchange was rated with a total annual benefit of \$5.1 million.
 - This benefit arose entirely from reduced travel time and cost \$13.1 million).
 - The project had numerous costs associated with it, including increased vehicle ownership (- \$0.5 million), increased greenhouse gas (GHG) emissions (- \$0.5 million), increased particulate matter (PM) emissions (- \$0.1 million), and most significantly, an increase in collisions (- \$1.3 million) and a decrease in physical activity (- \$5.5 million). These costs are called a counterpoint to the benefit of decreased travel time. The Plan Bay Area assessment and MTC’s model assume that reduced travel time will result in higher rates of vehicle ownership, which

result in more vehicle trips and higher Vehicle Miles Traveled (VMT). The higher VMT directly translates into higher GHG and PM emissions. The model also assumes more VMT automatically results in more collisions. MTC acknowledges that the model cannot capture changes in weaving behavior, changes to acceleration and deceleration patterns or the results of fewer queuing vehicles at the revised interchange. All three of these changes would result in a positive impact to collisions and safety, rather than the negative impact assigned by MTC's model.

The model and project assessment also assumes that making vehicle trips easier will reduce the number of people who walk or bicycle to mass transit such as SolanoExpress buses. MTC staff has stated that they believe suburban residents, such as those in Solano County, who would get in a car and drive to an express bus facility such as the Fairfield Transportation Center, would instead remain in their car and drive the remaining distance to an employment location in the Bay Area. It is therefore your assessment that reduced congestion in the interchange will result in fewer, rather than more, ridership on SolanoExpress buses.

STA believes this assessment is fundamentally flawed. We have found that Solano commuters are very willing to take carpool, vanpool and express bus trips when those trips have a reliable time, a convenient schedule, and start and end at appropriate locations. Two of the three express bus major transportation centers in Solano County are located on the northeast side of the interchange. Reducing congestion in the interchange and expansion of the Bay Area Express Lane network through Solano County will have a positive impact on all forms of transit usage in Solano County traveling through this interchange.

- The interchange target assessment had four areas ranked as moderate support (+0.5 each) and two rated as moderate averse (-0.5 each).
 - The positive assessments were for reducing total housing and transportation costs, improving access to jobs, job creation and goods movement. Since the interchange is listed as a priority project in national, state and regional goods movement plans, STA believe that the jobs creation and goods movement scores should both be strongly supports (+ 1.0 points each).
 - The adverse assessments were for climate protection due to increased GHG emissions, and non-auto mode share. The recognized inability of MTC's model to account for improved weave movement and reduced vehicle queuing results in the project not receiving a moderate support rating for safety. The assessment also does not account for the improved bicycle access that is a key component of the project. This bicycle access is both local and regional. Locally, the project provides access at several points across Interstate 80. There is a Safe Routes to Schools benefit as well as providing all the regular benefits that come from an expanded local bicycle network connecting to a local high school and middle school. Finally, the project provides connection from the Solano County bicycle network to SR 12 Jameson Canyon, thereby connecting Solano and Napa County's bicycle networks.

- Overall, MTC's assessment of the interchange has a number of important errors. The first is the benefit-cost assessment, where it is unable to account for the safety benefit from improved weave movements and reduced collisions due to shorter or eliminated vehicle to queues. The assessment also calculates lower physical activity due to an assumption of lower transit usage, and does not capture the significant improvement in local and regional bicycle connectivity. If the collision and physical activity ratings were put at neutral, the benefit to cost ratio would improve to 2.9.

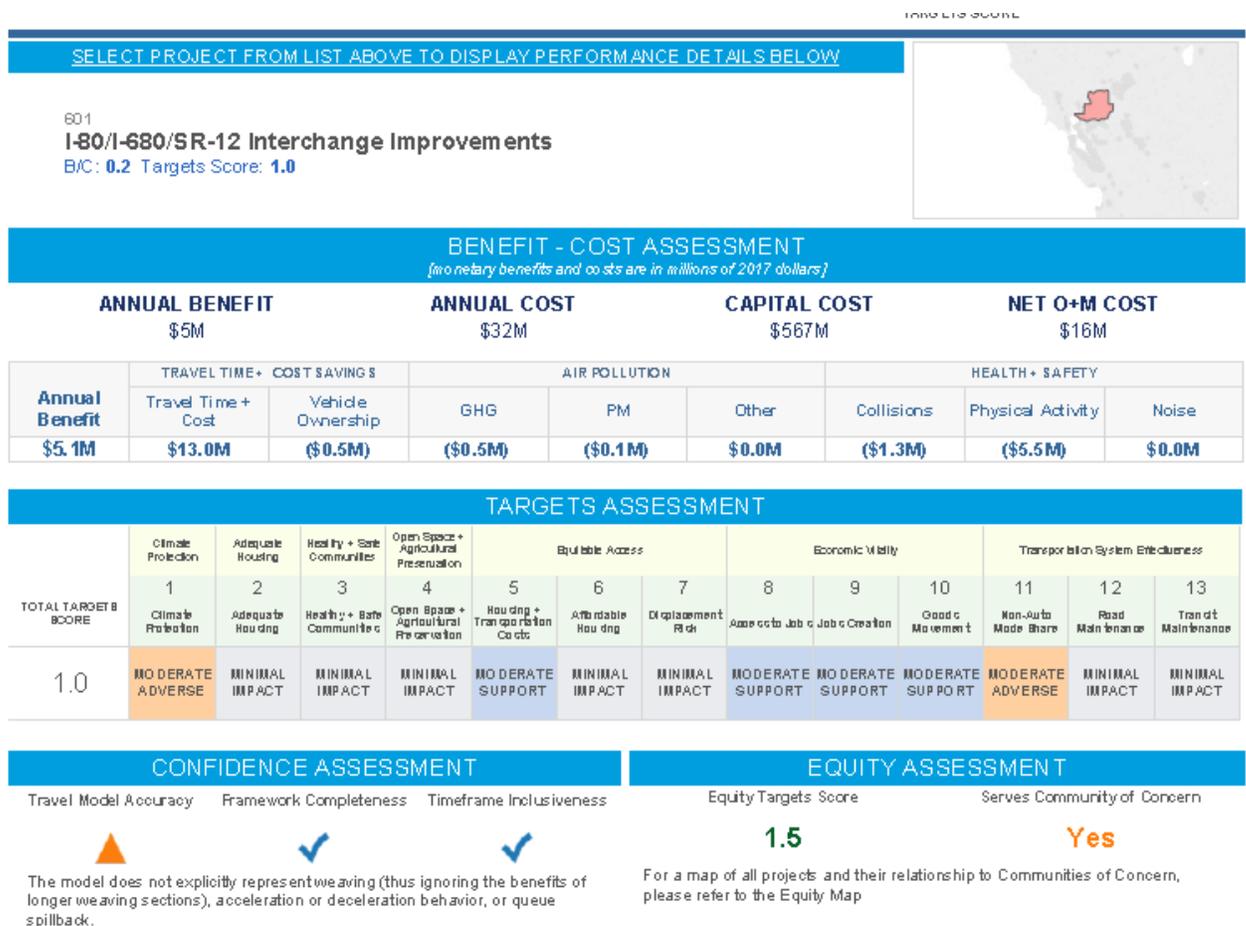
Similarly, in the target assessment, the healthy and safe communities should be upgraded from minimal impact to moderate support due to the bicycle and Safe Routes to School benefits noted previously. Noting the interchange's importance in the national, state and regional goods movement plans, the project should be listed as strong support for goods movement. These two changes would move the target assessment to a positive 2.0.

Project #2 – Solano County Express Bus Network. Benefit-cost rating positive 2.0. Target assessment positive 2.5.

- The project is given a total annual benefit of \$21 million. The BC assessment is a + 2.0.
 - Annual benefit (+ \$21.2 million) comes from reduced travel time and vehicle ownership, reduced air emissions (both GHG and PM), reduce collisions and increased physical activity. In addition, MTC states that bus frequency projects can be implemented quickly for near-term benefits. This is a positive impact of this project
 - There are no negative ratings for the project. The annual operating cost is \$12 million.
 - The costs that offset the annual benefit are all due to operational expenses. MTC's assessment does not note that the Interchange project is key to the express bus network improvements. That is why the Interchange has a negative assessment on collisions and physical activity, but the bus improvements have positive ratings in the same categories.
- The target assessment is positive 2.5.
 - Moderate support is given in five categories: they are climate protection, healthy and safe communities, access to jobs, job creation and non-auto mode share. The job creation benefits are direct impact from the project, rather than permanent jobs in the nearby community.
 - There are no negative impacts associated with the project.

- As noted above, STA believes that MTC staff assessment of the increase in suburban ridership on express buses, and the overall importance of express bus service in reducing GHG emissions, is understated. Commuter trips from Solano County are some of the longest in the bay area. GHG emissions are a direct result of the length of the trip, whereas particulate matter and other criteria pollutants are as much a result of whether the engine is started in the first place as the length of the trip. The SolanoExpress bus service improvements are designed to make the system more fiscally efficient and to increase ridership. The latter will clearly result in lower air emissions.

STA wishes to reiterate the importance of having MTC staff review and change the BC and target assessments for these projects prior to releasing the staff reports for the April 8 MTC Planning Committee. Simply noting that staff is examining requests for changes in a staff report and telling STA staff that the points raised above should be included in a compelling case appeal to the commission is inadequate.

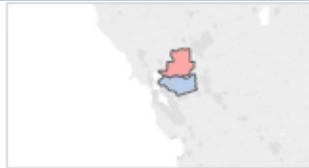


STA Ltr. to MTC's KKirkey dated: March 30, 2016
 RE: Plan Bay Area Project Assessment for Solano County

TARGET SCORE

SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

804
Solano County Express Bus Network
 B/C: 2 Targets Score : 2.5



BENEFIT - COST ASSESSMENT
(Monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT	ANNUAL COST	CAPITAL COST	NET O+MCOST
\$21M	\$12M	\$125M	\$48M

Annual Benefit	TRAVEL TIME+ COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$21.2M	\$11.9M	\$1.5M	\$0.3M	\$0.2M	\$0.0M	\$1.8M	\$5.4M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection		Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality		Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Housing + Transportation Costs	Affordable Housing	Displacement Risk	Access to Jobs	Job Creation	Goods Movement	Non-Road Mode Share	Local Maintenance	Transit Maintenance
2.5	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy	Framework Completeness	Timeframe Inclusiveness
✓	✓	▲

But frequency of projects can be implemented quickly for near-term benefits.

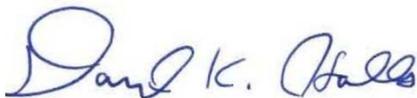
EQUITY ASSESSMENT

Equity Target Score	Service Community of Concern
1.5	Yes

For a map of all projects and the relationship to Communities of Concern, please refer to the Equity Map.

Thanks for your consideration of this request, and we would welcome an opportunity to discuss these two projects with your staff in greater detail.

Sincerely,



Daryl Halls
 Executive Director

Cc: MTC Commissioner Jim Spring and STA Board Members
 Alix Bockelman, MTC Deputy Executive Director, Policy
 Robert Macaulay, STA Director of Planning

Plan Bay Area 2040 Project Performance Assessment

Summary of Initial Feedback from Sponsors and Stakeholders - **DRAFT**

April 8, 2016

Staff released preliminary draft results to stakeholders in mid-March and have started to receive feedback on the assessment methodology and results. This attachment summarizes some of the initial comments; note that staff is continuing to engage with and collect feedback from sponsors through mid-April. An enhanced list of comments received, as well as revisions made, will be provided at the May meeting of the Planning Committee.

1. Generally, there is broad support for the six overarching findings of the assessment. Stakeholders agree that funding transit maintenance remains a high priority for the Plan update. There is also general support for the current rankings of the top performing projects, both on benefit-cost and targets score. Issues on specific projects remain and MTC staff plans to work closely with sponsors before finalizing performance results and seeking approval by the Planning Committee in May.
2. Given that performance is ultimately defined by considering both cost-effectiveness and targets performance, some stakeholders recommend a higher weight for the benefit-cost ratio, while others think the targets score should be the primary definition of performance. Some stakeholders argue that the benefit-cost assessment is model-driven and thus a more objective calculation of benefits. Other stakeholders that support the targets score approach, arguing that the benefit-cost framework is missing important project benefits that are better captured in a qualitative assessment. Staff will consider these comments when recommending thresholds based on both scores to define high- and low-performers. That discussion will occur at the May Planning Committee.
3. Stakeholders and MTC staff have noted several limitations to the benefit-cost methodology. These arise mostly due to the application of a single tool, the regional travel demand model, to evaluate many different types of projects across the region. Staff have started to note several of the following limitations in the draft benefit-cost confidence assessment:
 - a. The assessment does not explicitly evaluate the benefits related to relieving traffic bottlenecks caused by weaving and merging behavior at interchanges.
Projects affected: highway operational projects like the 80/680/12 Interchange, 680/SR-4 Interchange, and SR-4 Auxiliary Lanes
 - b. The benefit-cost framework does not evaluate the benefits of relieving transit crowding, which may be higher than the travel time savings associated with service improvements.
Projects affected: transit projects in the Transbay Corridor, capacity-increasing projects in San Francisco (Muni Forward, 19th Avenue Subway)
 - c. The travel model simplistically estimates freight travel behavior, meaning that it may be underestimating the freight benefits of projects, either in terms of the number of truck trips or impacts of freight-specific infrastructure like truck scales.
Projects affected: highway projects with freight components like the 80/680/12 Interchange or the SR-152 Alignment
4. Stakeholders have commented on target-specific criteria used to qualitatively evaluate projects against the housing, displacement risk, job creation and climate protection targets. The target that has received the most attention is the displacement risk target, which associates transportation projects with the displacement performance of individual jurisdictions served by the project. Displacement risk performance is defined by past displacement outcomes and anticipated future risk, estimated by forecasted growth in Plan Bay Area. Projects that serve jurisdictions in the urban core are most affected as they will be in areas with both existing and future displacement issues. Staff notes that this is a simplistic application of the target but did not want to preempt ongoing policy conversation related to displacement risk in the context of Plan scenarios and OBAG 2.

Plan Bay Area 2040 Project Performance Assessment

Summary of Comments Received So Far – Targets Criteria and Application - **DRAFT**

April 8, 2016

Target	Comment
1 - Climate Protection	<ul style="list-style-type: none"> Criteria presumes that an increase in any amount of VMT would lead to an increase in GHG emissions but research suggests that congestion relief has a positive impact on GHG emissions. Projects that smooth traffic flow (e.g. reduce queuing) should receive positive points for this target. Projects should receive positive points for adding right-of-way for carpooling and transit.
2 – Adequate Housing 6 – Affordable Housing	<ul style="list-style-type: none"> Performance results should be tied to the development associated with each project, not the land use performance of the jurisdiction.
3 – Healthy & Safe Communities	<ul style="list-style-type: none"> Highway projects that reduce traffic congestion should receive a positive point by virtue of reducing congestion. Highway operational projects improve safety by smoothing traffic flow and reducing conflict points at interchanges. A project with a “significant” safety component should receive the 0.5 bonus point.
4 - Open Space & Agricultural Preservation	<ul style="list-style-type: none"> Consideration of increasing development pressures “far from existing urban centers” should be removed from the criteria. A project that is outside of the urban limit line but consumes open space should receive a “minimal” score for this target.
5 – Housing & Transportation Affordability	<ul style="list-style-type: none"> Congestion pricing projects reduce the number of affordable transportation options for low-income travelers, so they should receive an adverse score for this target.
7 – Displacement Risk	<ul style="list-style-type: none"> Criteria should not penalize jurisdictions that are trying to mitigate displacement risk through housing policies. Criteria should not be applied jurisdiction-wide; displacement issues vary within a jurisdiction. Key findings should reference the adverse impact of projects on the displacement risk target.
8 – Access to Jobs	<ul style="list-style-type: none"> Project-specific requests to adjust targets score; no general comments received.
9 - Job Creation Target	<ul style="list-style-type: none"> Criteria doesn’t seem to advance the intent of this performance target as it was described in the target setting process. Projects that increase access to middle-wage jobs should receive a positive point for this target.
10 – Goods Movement	<ul style="list-style-type: none"> Projects included in the Regional Goods Movement Plan should receive strong support for this target.
11 – Non-Auto Mode Share	<ul style="list-style-type: none"> Road projects should receive positive points for improving bicycle and pedestrian access and express bus travel times.

Target	Comment
12 – Road Maintenance	<ul style="list-style-type: none"> • Caltrans is requiring resurfacing for any project on the state highway system. Most highway projects should receive “moderate support” for this target. • BRT projects that include resurfacing and replacing existing sidewalk and/or transit stations should receive “moderate support” for this target.
13 – Transit Maintenance	<ul style="list-style-type: none"> • Projects that replace existing <i>non-vehicle</i> assets should receive “moderate support” for this target.
General: Targets Assessment	<ul style="list-style-type: none"> • It appears that the generally positive results for many roadway expansion projects under the benefit-cost assessment are being systematically assigned for negative marks under the targets assessment. • Target criteria appears to favor transit regardless of the project description or location.
General: Ferry Projects	<ul style="list-style-type: none"> • Target scoring for ferry projects is consistently lower than target scoring for all other regional transit operators that propose to expand or enhance transit capacity. It is not clear why ferries have been consistently scored lower in this assessment than bus or rail modes, particularly for projects that have a strong benefit-cost ratio. Additionally, target scores for similar ferry service expansion or enhancement projects are inconsistent.

Plan Bay Area 2040 Project Performance Assessment

Summary of Comments Received So Far – Project-Specific Concerns

April 8, 2016

Project	Comments
TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass)	<ul style="list-style-type: none"> • Feasibility assessment suggests that TriLink will relieve congestion on I-580 and have positive impacts on GHG reduction and goods movement. • Benefits might be underestimated for travelers to/from the Central Valley/San Joaquin County. • Targets changes suggested for Climate Protection, Healthy & Safe Communities, Open Space & Agricultural Preservation, and Goods Movement. • Suggest modeling this project in phases with the Airport Connector as Phase 1.
I-680/SR-4 Interchange Improvements	<ul style="list-style-type: none"> • Project cost is high due to maintenance requirements from Caltrans. Suggest reducing the project cost by 30% and only evaluating the first three phases of the Project.
US-101 Marin-Sonoma Narrows – Phase 2	<ul style="list-style-type: none"> • Project supports regional multimodal goals by constructing carpool lanes and relieving congestion for Golden Gate Transit. Project has significant safety component for upgrading the facility and removing at-grade crossings. Project will also repave the existing facility. • Targets changes suggested for Climate Protection, Healthy & Safe Communities, Non-Auto Mode Share, Roadway Maintenance.
SMART – Phase 3 (Santa Rosa Airport to Cloverdale)	<ul style="list-style-type: none"> • SCTA supports this phase of the SMART project which will provide travel options to communities in Northern Sonoma County.
Sonoma County Service Frequency Improvements	<ul style="list-style-type: none"> • SCTA and Sonoma County Transit providers are pleased that this project scored highly in the performance assessment.
19th Avenue Subway	<ul style="list-style-type: none"> • Benefit-cost framework is underestimating the benefits of the project for several reasons: assessment doesn't consider the benefits of relieving crowded transit conditions in San Francisco, Plan Bay Area land use may underestimate 19th Avenue growth plans, travel model is not calibrated to San Francisco State travel behavior, and the specific safety benefits for this project are not estimated. • Targets changes suggested for Access to Jobs, Job Creation, Goods Movement, Road Maintenance, Transit Maintenance.
I-80/I-680/SR-12 Interchange Improvements	<ul style="list-style-type: none"> • Benefit-cost framework is underestimating the benefits of the project for several reasons: assessment doesn't evaluate the benefits of relieving traffic congestion due to smoothing weaving and merging at interchanges, assessment assumes that making vehicle trips easier will reduce the amount that people are walking, biking, and taking transit, and the project's bicycle and pedestrian benefits are not considered. • Targets changes suggested for Healthy & Safe Communities and Goods Movement.
Solano County Express Bus Network	<ul style="list-style-type: none"> • Benefit-cost assessment is underestimating the benefits of the project for several reasons: the travel model is underestimating the express bus ridership potential with the project and thus underestimating GHG emissions and physical activity benefits.

Project	Comments
Alameda Point-San Francisco Ferry	<ul style="list-style-type: none"> • Project will reduce single occupancy vehicle trips that otherwise would be added to the congested Bay Bridge corridor. • Project will not only serve City of Alameda residents but will serve San Francisco and Oakland residents. • Project will have a high bicycle access mode share as it will connect to the Cross-Alameda Trail and the Central Avenue bikeway. • Targets changes suggested for Climate Protection, Adequate Housing, Healthy & Safe Communities, Housing & Transportation Affordability, Goods Movement and Non-Auto Mode Share.
East-West Connector (Fremont to Union City)	<ul style="list-style-type: none"> • Targets changes suggested for Open Space & Agricultural Preservation and Housing & Transportation Affordability.
SR-262 Widening (I-680 to I-880)	<ul style="list-style-type: none"> • Name change suggested to reflect that this project is primarily a facility upgrade, not a widening. • Targets changes suggested for Healthy & Safe Communities and Goods Movement.
San Pablo BRT	<ul style="list-style-type: none"> • Targets changes suggested for Job Creation and Non-Auto Mode Share.
SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680)	<ul style="list-style-type: none"> • Targets changes suggested for Healthy & Safe Communities, Open Space & Agricultural Preservation, and Goods Movement.
I-580 ITS Improvements	<ul style="list-style-type: none"> • Project is currently evaluated with the Dublin Boulevard extension. Suggest evaluating the 580 portion separately. • Targets changes suggested for Healthy & Safe Communities and Open Space & Agricultural Preservation.
Congestion Pricing (San Francisco and Treasure Island)	<ul style="list-style-type: none"> • Inappropriate to compare the performance of the pricing projects with the rest of the road projects. These are fundamentally different projects. • Since these projects are increasing the cost of driving, suggest reducing the targets score for Housing & Transportation Affordability.
Broadway Streetcar	<ul style="list-style-type: none"> • Targets change suggested for Non-Auto Mode Share.
Columbus Day Initiative	<ul style="list-style-type: none"> • Project supports non-auto modes by improving transit and carpool travel times and reliability through ITS infrastructure, a dedicated travel lane, connected vehicles, and a regional shared mobility program. • Targets changes suggested for Climate Protection, Healthy & Safe Communities, and Non-Auto Mode Share.
Express Lanes (all networks)	<ul style="list-style-type: none"> • Project is supporting non-auto modes by creating dedicated right-of-way for transit and carpool. • Project has a financial commitment to resurfacing existing highway lanes and on-going maintenance. • Targets changes suggested for Non-Auto Mode Share and Road Maintenance.
All Ferry Projects	<ul style="list-style-type: none"> • Ferry projects are now considered individually as opposed to consolidated in the Plan Bay Area assessment. Suggest consolidating projects due to their geographic proximity, market overlaps, common funding sources, as well as other planning and development considerations in order to accurately estimate project benefits.

Project	Comments
US-101 HOV/T Lanes in San Mateo County	<ul style="list-style-type: none"> • An HOV/T project will accommodate more people in the corridor, leading to an overall reduction in VMT and an increase in ridesharing. • Targets changes suggested for Climate Protection, Housing & Transportation Affordability, Access to Jobs, Job Creation, Non-Auto Mode Share.
General: Benefit-Cost Assessment	<ul style="list-style-type: none"> • New user benefit calculation seems unfairly oriented to increasing benefits for transit projects. • Transit out-of-vehicle travel time benefits should not be valued at twice the value of in-vehicle travel time. • Associated system delays from collisions are not accounted for in the benefit valuation. • Noise dis-benefit should be applied to transit noise in addition to autos.

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DATE: May 2, 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) 2742 was introduced in February by Assemblymember Nazarian) as "Transportation projects: comprehensive development lease agreements". AB 2742 is identical to ABX1-2 (Bi-Partisan Public Private Partnership (P3) Bill) introduced in the Transportation Extraordinary Session by Assemblyman Perea and 21 Assemblymembers (including The Honorable Jim Frazier), for which the STA Board approved a support position in July 2015. AB 2742 would extend the sunset date to January 1, 2030, and authorize the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects beyond January 1, 2017. AB 2742 is currently supported by the California Transportation Commission, Los Angeles County Metropolitan Transportation Authority and Santa Clara Valley Transportation Authority among others.

This bill would maintain a critical tool for California to rebuild its transportation infrastructure, improve California's transportation commerce, and therefore improve its economy. STA 2016 Legislative Priority #2 supports "legislation that encourages public private partnerships and provides low cost financing for transportation projects." Staff recommends a support position on AB 2742.

Senator Jim Beall introduced **Senate Bill (SB) 824: 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. SB 824 is currently supported by Santa Clara Valley Transportation Authority (sponsor), California Transit Association and Central Contra Costa Transit Authority, among others.

LCTOP is one of the programs funded by Cap and Trade proceeds with the purpose of greenhouse gas reduction. STA 2016 Legislative Platform II Climate Change/Air Quality supports that STA “participate in the implementation of Plan Bay Area, the Bay Area’s Sustainable Communities Strategy, and ensure that locally-beneficial projects and programs are contained in the SCS” as well as “support legislation providing infrastructure for low, ultra-low and zero emission vehicles.” STA staff recommends a support position on SB 824.

Federal Legislative Update:

Susan Lent, STA’s federal lobbyist (with Akin Gump) continues to research and provide more information 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.

At their meetings on April 26th and April 27th, the SolanoExpress Intercity Transit Consortium and STA TAC approved the recommendation to support AB 2742 (Nazarian) and SB 824 (Beall).

Fiscal Impact:

None.

Recommendation:

Approve the following positions:

- AB 2742 (Nazarian) – Public private Partnerships - *support*
- SB 824 (Beall) – Low Carbon Transit Operations Programs - *support*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 2742 Bill
- D. SB 824 Bill



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

April 28, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The last day for each house to report to the Floor non-fiscal bills introduced in their house is May 6, with June 3 marking the last day for each house to move bills to the other house. The Legislature will break for Summer Recess on July 1 for about a month. In this report we highlight the most relevant bills – bills on which the Board has adopted a position or on which we are recommending a position – introduced in the second half of the 2015-16 Regular Session; those are discussed under ***Bills of Interest***, below.

Senate Bill X1 1 (Beall) Transportation Funding Bill Amended to Address Transit and Truck Weight Fees

The Board acted on July 8, 2015 to SUPPORT Senator Beall’s special session bill to increase transportation funding for highways and for local streets & roads. The bill previously in print mainly focused on increasing several taxes and fees, related to motor vehicle operation, to address issues of deferred maintenance on state highways, local streets and roads, and the goods movement system. Senator Beall recently amended his bill to add two new sources of public transit funding, and, he added several new policy provisions, including items related to: bond debt service and truck weight fees; the creation of an advance transportation project mitigation program; and, extension of a CEQA exemption for road rehabilitation projects. He also makes minor adjustments to some of the fees previously contained in the bill.

Specifically, this bill would now provide approximately \$6.5 billion for improving California’s highways, streets & roads, public transit and commuter/intercity rail systems, and goods movement projects. The amended version of the bill builds on the principles established by Senator Beall’s SB 16 of last year, and the previous version of SBX1 1, and incorporates key elements of transit-supporting bills introduced in last year’s Extraordinary Session on Transportation Infrastructure.

More specifically, SBX1 1 would create these new funding sources:

- Eliminate the Board of Equalization’s annual adjustment of the gas excise tax, increase the gas excise tax by 12 cents and index it to the Consumer Price Index (**generating \$1.7 billion annually**)
- Increase the diesel excise tax by 22 cents and index it to the Consumer Price Index (**generating \$600 million annually**)
- Increase the incremental diesel sales tax to 5.25% (**generating \$300 million annually**)

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

- Introduce an annual road access fee of \$35 per vehicle and index it to the Consumer Price Index **(generating \$1 billion annually)**
- Introduce an annual zero-emission vehicle fee of \$100 per vehicle **(generating \$10 million annually)**
- Increase the vehicle registration fee by \$35 and index it to the Consumer Price Index **(generating \$1 billion annually)**
- Redirect certain truck weight fees that are currently allocated to transportation debt service to transportation purposes **(with a goal of repurposing about \$500 million annually)**
- Allocate additional cap and trade auction proceeds as follows:
 - +10% to the Transit and Intercity Rail Capital Program **(netting \$200 million annually)**
 - +5% to the Low Carbon Transit Operations Programs **(netting \$100 million annually)**
- Institute Caltrans Reforms and Efficiencies **(netting \$100 million annually)**
- Require repayment of outstanding transportation loans **(freeing \$1 billion in one-time revenue)**

The bill would set aside 5% of annual revenues to counties that adopt local sales tax measures, and otherwise directs revenue on a 50-50 split between state and local agencies for transportation maintenance and rehabilitation needs.

The bill would benefit public transit capital projects by doubling the allocation to the TIRCP; benefit transit operations and capital programs by the trebling of the incremental diesel sales tax going to the State Transit Assistance program; redirecting \$550 million (sourced from Cap and Trade auction proceeds currently directed to the California High-Speed Rail Authority) to intercity and commuter rail projects; and, the bill would benefit public transit operations by doubling the allocation to the LCTOP.

Additionally, the bill carves out \$300 million annually to projects that support goods movement.

Finally, the bill would put into place constitutional protections that would prohibit the Legislature from borrowing or redirecting new revenues for purposes other than those specifically outlined in Article XIX of the State Constitution; and, put into place efficiency measures such as expanded public-private partnership authorization, CEQA streamlining, and advanced mitigation designed to expedite project delivery and reduce overall project costs.

Attached to our report is a side-by-side we prepared, comparing the Governor’s January transportation proposal, AB 1591 (Frazier), and the latest version of SBX1 1 (Beall).

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 2016, to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. 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; increase Cap and Trade funding for transit; increase the sales tax on diesel by 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6-\$6.5 billion per year. ***The STA Board SUPPORTED the previous version of this bill (Board Action: 7/8/15). We recommend the Board continue to SUPPORT this bill.***

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). *The STA Board SUPPORTS this bill (Board Action: 4/13/16).*

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), funded by Cap and Trade revenue, 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. *The STA Board SUPPORTS this bill (Board Action: 4/13/16).*

Transportation Funding Proposals - Comparison Table			
	Governor's Proposal	AB 1591 (Frazier)	SBX1 1 (Beall)
Funding			
Ongoing Sources	<ul style="list-style-type: none"> *Stabilized 18 cents/gal. tax on gasoline <i>(generating approx. \$500 million)</i> *11 cents/gal. tax increase on diesel fuel <i>(generating approx. \$500 million)</i> *\$65 "road improvement charge" <i>(generating approx. \$2 billion)</i> *CalTrans efficiencies <i>(generating approx. \$100 million)</i> 	<ul style="list-style-type: none"> *22.5 cents/gal. tax increase on gasoline <i>(generating approx. \$3.5 billion)</i> *30 cents/gal. tax increase on diesel fuel <i>(generating approx. \$800 million, dedicated exclusively to trade corridor improvements)</i> *\$38 vehicle registration fee <i>(generating approx. \$1 billion)</i> *\$165 zero emission vehicle fee <i>(generating approx. \$35 million)</i> *30% of Cap and Trade revenues <i>(generating approx. \$600 million)</i> *Restoration of truck weight fees 	<ul style="list-style-type: none"> *12 cents/gal. tax increase on gasoline <i>(generating approx. \$1.7 billion)</i> *22 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i> *Tripling of incremental diesel sales tax to 5.25% <i>(generating approx. \$300 million)</i> *\$35 vehicle registration fee <i>(generating approx. \$1 billion)</i> *\$35 annual road access fee <i>(generating approx. \$1 billion)</i> *\$100 zero emission vehicle fee <i>(generating approx. \$10 million)</i> *15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i> *Partial restoration of truck weight fees <i>(repurposing approx. \$500 million)</i> *CalTrans efficiencies <i>(generating approx. \$100 million)</i>
One-Time Sources	<ul style="list-style-type: none"> *\$879 million in loan repayments <i>*\$500 million in Cap and Trade revenues</i> 	<ul style="list-style-type: none"> *\$879 million in loan repayment (50% before 6/30/16, 50% after 6/30/17) 	<ul style="list-style-type: none"> *\$1 billion in loan repayment
Estimated Annual Funding Increase	Approx. \$3.6 billion/year	Approx. \$7 billion/year	Approx. \$5.5 billion/year
Expenditures			
Transit and Intercity Rail	\$665 million in Cap and Trade Revenues - TIRCP ((\$400 million expected to be ongoing)	Additional 10% in Cap and Trade Revenues - TIRCP (approx. \$200 million)	<ul style="list-style-type: none"> *Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million) *Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million) *\$550 million in Cap and Trade Revenues from HSR *\$300 million in Additional State Transit Assistance Program Revenues
Complete Streets	\$100 million to Low Carbon Road Program (expected to be ongoing)	N/A	*Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by January 1, 2017
Goods Movement	<ul style="list-style-type: none"> *\$200 million/year to newly-created Trade Corridor Enhancement Account (to be used in manner consistent with TCIF) *One-time \$334 million to Trade Corridor Enhancement Account 	<ul style="list-style-type: none"> *\$840 million/year to trade corridor improvements *20% in Cap and Trade revenues to TCIF (approx. \$400 million) 	\$300 million/year to Trade Corridor Improvement Fund
Self-Help Incentives	\$250 million/year	5% to counties that approve transaction and use tax on or after July 1, 2016	5% to counties that approve transaction and use tax on or after July 1, 2016

Distribution of Remainder	*60% to SHOPP/year *40% to Local Streets & Roads/year *One-time \$148 million to Traffic Congestion Relief Program *One-time \$132 million to SHOPP	*50% to SHOPP/year (CTC required to allocate all capital and support costs for each project in the SHOPP on or after February 1, 2017) *50% to Local Streets & Roads/year	*50% for maintenance of state highway system *50% for maintenance of local streets & roads
Inflation Adjustment	Excise tax adjusted annually beginning 2017	Excise tax adjusted for inflation every three years	Excise tax adjusted annually beginning
Other			
Local Streets and Road Fund Flexibility	"Other transportation priorities" allowed if PCI exceeds 85	"Other transportation priorities" allowed if PCI exceeds 85	"Other transportation priorities" allowed if PCI exceeds 85
Active Transportation Eligibility	Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project	Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project	\$100 million from the State Highway Account for Active Transportation Program
CalTrans Accountability	*CTC to annually evaluate Caltrans for effectiveness in reducing deferred maintenance, improving road maintenance and other goals *Caltrans to identify at least \$100 million in cost savings/year *Increase annual use of contract staff to 20% of capital outlay support staff by FY 20-21	N/A	*Caltrans to present plan to California Transportation Commission to increase department's efficiency by 30% *Caltrans to present to CTC to generate additional income from properties owned by the department
Local Streets and Road Fund Accountability	CTC to annually evaluate cities and counties for effectiveness in reducing deferred maintenance, improving road maintenance and other goals	CTC develops performance criteria	CTC develops performance criteria, CTC to annually evaluate cities and counties for effectiveness in reducing maintenance and improving roadway conditions

M E M O R A N D U M

April 27, 2016

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

During the month of April we responded to questions regarding the various grant opportunities and updated Solano Transportation Authority Staff regarding developments in Congress and at the Department of Transportation of potential interest to the agency.

Fiscal Year 2017 Budget and Appropriations

The House and Senate Budget Committees abandoned efforts to enact a fiscal year 2017 budget before the April 15 statutory deadline. Instead, the House and Senate Appropriations Committees have moved forward with individual appropriations bills relying on the topline spending authorized in the December 2015 budget agreement, which is \$30 billion higher than the levels required under the Sequester.

Senate Majority Leader Mitch McConnell has said that he is committed to ensuring that Congress approves all of the appropriations bills before the start of the next fiscal year and has brought the first appropriations bill to the floor.

The Senate Appropriations Committee approved the fiscal year 2017 Transportation-Housing and Urban Development (THUD) appropriations bill on April 24 and the Senate may begin floor debate on the bill as early as April 28. The bill adheres to the funding levels authorized under the FAST Act for the federal-aid highway and the transit formula programs. This includes \$43.2 billion for highway programs, an increase of \$905 million over fiscal year 2016 funding. California will receive an apportionment of \$3.48 billion in fiscal year 2017 versus the \$3.41 billion apportionment it received in fiscal year 2016. Transit formula grants would be funded at \$9.7 billion. Capital Investment Grants (New Starts) would be funded at \$2.3 billion. Within this amount, \$333 million would be provided for core capacity projects, \$241 million for small starts projects, and \$20 million for the expedited delivery pilot program. The Senate bill would fund the TIGER program at \$525 million, an increase of \$25 million over fiscal year 2016 funding. The Report accompanying the bill allows DOT to use up to \$25 million in TIGER funds for the planning, preparation or design of projects.

In the House, Speaker Paul Ryan (R-WI) is attempting to broker an agreement to advance appropriations bills at the funding levels agreed to in last year's budget agreement, but Conservatives are continuing to advocate for spending reductions of at least \$30 billion in domestic spending and cuts to entitlement spending. The House Appropriations Committee has

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begun advancing bills in any event, but it is not clear whether the Speaker will bring any bills to the floor without a budget agreement in place. The House THUD Appropriations Subcommittee has not released its bill or scheduled a markup.

Due to the limited time available in an election year, Congress is not likely to be able to complete work on all if any of the appropriations bills. The most likely scenario is that Congress will pass a continuing resolution to fund the federal government until after the election.

Discretionary Grant Programs

On March 29, FTA issued a Notice of Funding Opportunity for \$266 million in bus and bus facilities grants. Of the funding available, \$211 million is for any type of public transportation bus or bus facility and \$55 million is reserved for low or no emission (Low-No) buss and infrastructure. Applications are due by May 13.

FTA also issued a Notice of Funding Opportunity for \$5.3 million in grants under the Rides to Wellness program. The intent of the program is to increase access to healthcare for those who lack transportation choices. The program will fund grants that demonstrate promising, replicable public transportation healthcare access solutions that provide increased access to health care, better health outcomes and reduced healthcare costs. The grants will focus on communities demonstrating mobility management, technological solutions, and effective partnerships. States, Tribes, Designated or Direct Recipients under 49 U.S.C. 5307, 5310 or 5311 are eligible to apply as the lead agency of a local consortium that includes stakeholders from the transportation, healthcare, human service or other sectors. The deadline for applications is May 31.

Highway Performance Measures Proposed Rule

On April 18, the Federal Highway Administration (FHWA) initiated a rulemaking to adopt new nation-wide performance measures to assess travel reliability, congestion, and emissions. The proposed rule – *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* – would establish requirements for states to evaluate and report on transportation system performance, including travel time reliability, delay hours, peak-hour congestion, freight movement, and on-road mobile source emissions. Under the rule, states and metropolitan planning organizations would be required to use the National Performance Management Research Data Set to measure travel time data, establish performance targets and report on progress, as well as to calculate the reduction in criteria pollutants that resulted from federally funded projects. FHWA is also seeking comment on whether and how to establish a greenhouse gas emissions program. Public comments are due by August 20, 2016.

ASSEMBLY BILL**No. 2742****Introduced by Assembly Member Nazarian**

February 19, 2016

An act to amend Section 143 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2742, as introduced, Nazarian. Transportation projects: comprehensive development lease agreements.

Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017.

This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. The bill would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

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 143 of the Streets and Highways Code
2 is amended to read:

3 143. (a) (1) “Best value” means a value determined by
4 objective criteria, including, but not limited to, price, features,
5 functions, life-cycle costs, and other criteria deemed appropriate
6 by the department or the regional transportation agency.

7 (2) “Contracting entity or lessee” means a public or private
8 entity, or consortia thereof, that has entered into a comprehensive
9 development lease agreement with the department or a regional
10 transportation agency for a transportation project pursuant to this
11 section.

12 (3) “Design-build” means a procurement process in which both
13 the design and construction of a project are procured from a single
14 entity.

15 (4) “Regional transportation agency” means any of the
16 following:

17 (A) A transportation planning agency as defined in Section
18 29532 or 29532.1 of the Government Code.

19 (B) A county transportation commission as defined in Section
20 130050, 130050.1, or 130050.2 of the Public Utilities Code.

21 (C) Any other local or regional transportation entity that is
22 designated by statute as a regional transportation agency.

23 (D) A joint exercise of powers authority as defined in Chapter
24 5 (commencing with Section 6500) of Division 7 of Title 1 of the
25 Government Code, with the consent of a transportation planning
26 agency or a county transportation commission for the jurisdiction
27 in which the transportation project will be developed.

28 (E) *The Santa Clara Valley Transportation Authority established*
29 *pursuant to Part 12 (commencing with Section 100000) of Division*
30 *10 of the Public Utilities Code.*

31 (5) “Public Infrastructure Advisory Commission” means a unit
32 or auxiliary organization established by the Transportation Agency
33 that advises the department and regional transportation agencies
34 in developing transportation projects through performance-based
35 infrastructure partnerships.

36 (6) “Transportation project” means one or more of the following:
37 planning, design, development, finance, construction,
38 reconstruction, rehabilitation, improvement, acquisition, lease,

1 operation, or maintenance of highway, public street, rail, or related
2 facilities supplemental to existing facilities currently owned and
3 operated by the department or regional transportation agencies
4 that is consistent with the requirements of subdivision (c).

5 (b) (1) The Public Infrastructure Advisory Commission shall
6 do all of the following:

7 (A) Identify transportation project opportunities throughout the
8 state.

9 (B) Research and document similar transportation projects
10 throughout the state, nationally, and internationally, and further
11 identify and evaluate lessons learned from these projects.

12 (C) Assemble and make available to the department or regional
13 transportation agencies a library of information, precedent,
14 research, and analysis concerning infrastructure partnerships and
15 related types of public-private transactions for public infrastructure.

16 (D) Advise the department and regional transportation agencies,
17 upon request, regarding infrastructure partnership suitability and
18 best practices.

19 (E) Provide, upon request, procurement-related services to the
20 department and regional transportation agencies for infrastructure
21 partnership.

22 (2) The Public Infrastructure Advisory Commission may charge
23 a fee to the department and regional transportation agencies for
24 the services described in subparagraphs (D) and (E) of paragraph
25 (1), the details of which shall be articulated in an agreement entered
26 into between the Public Infrastructure Advisory Commission and
27 the department or the regional transportation agency.

28 (c) (1) Notwithstanding any other provision of law, only the
29 department, in cooperation with regional transportation agencies,
30 and regional transportation agencies, may solicit proposals, accept
31 unsolicited proposals, negotiate, and enter into comprehensive
32 development lease agreements with public or private entities, or
33 consortia thereof, for transportation projects.

34 (2) Projects proposed pursuant to this section and associated
35 lease agreements shall be submitted to the California Transportation
36 Commission. The commission, at a regularly scheduled public
37 hearing, shall select the candidate projects from projects nominated
38 by the department or a regional transportation agency after
39 reviewing the nominations for consistency with paragraphs (3)

1 and (4). Approved projects may proceed with the process described
2 in paragraph (5).

3 (3) The projects authorized pursuant to this section shall be
4 primarily designed to achieve the following performance
5 objectives:

6 (A) Improve mobility by improving travel times or reducing
7 the number of vehicle hours of delay in the affected corridor.

8 (B) Improve the operation or safety of the affected corridor.

9 (C) Provide quantifiable air quality benefits for the region in
10 which the project is located.

11 (4) In addition to meeting the requirements of paragraph (3),
12 the projects authorized pursuant to this section shall address a
13 known forecast demand, as determined by the department or
14 regional transportation agency.

15 (5) At least 60 days prior to executing a final lease agreement
16 authorized pursuant to this section, the department or regional
17 transportation agency shall submit the agreement to the Legislature
18 and the Public Infrastructure Advisory Commission for review.
19 Prior to submitting a lease agreement to the Legislature and the
20 Public Infrastructure Advisory Commission, the department or
21 regional transportation agency shall conduct at least one public
22 hearing at a location at or near the proposed facility for purposes
23 of receiving public comment on the lease agreement. Public
24 comments made during this hearing shall be submitted to the
25 Legislature and the Public Infrastructure Advisory Commission
26 with the lease agreement. The Secretary of Transportation or the
27 chairperson of the Senate or Assembly fiscal committees or policy
28 committees with jurisdiction over transportation matters may, by
29 written notification to the department or regional transportation
30 agency, provide any comments about the proposed agreement
31 within the 60-day period prior to the execution of the final
32 agreement. The department or regional transportation agency shall
33 consider those comments prior to executing a final agreement and
34 shall retain the discretion for executing the final lease agreement.

35 (d) For the purpose of facilitating those projects, the agreements
36 between the parties may include provisions for the lease of
37 rights-of-way in, and airspace over or under, highways, public
38 streets, rail, or related facilities for the granting of necessary
39 easements, and for the issuance of permits or other authorizations
40 to enable the construction of transportation projects. Facilities

1 subject to an agreement under this section shall, at all times, be
2 owned by the department or the regional transportation agency,
3 as appropriate. For department projects, the commission shall
4 certify the department's determination of the useful life of the
5 project in establishing the lease agreement terms. In consideration
6 thereof, the agreement shall provide for complete reversion of the
7 leased facility, together with the right to collect tolls and user fees,
8 to the department or regional transportation agency, at the
9 expiration of the lease at no charge to the department or regional
10 transportation agency. At the time of the reversion, the facility
11 shall be delivered to the department or regional transportation
12 agency, as applicable, in a condition that meets the performance
13 and maintenance standards established by the department or
14 regional transportation agency and that is free of any encumbrance,
15 lien, or other claims.

16 (e) Agreements between the department or regional
17 transportation agency and the contracting entity or lessee shall
18 authorize the contracting entity or lessee to use a design-build
19 method of procurement for transportation projects, subject to the
20 requirements for utilizing such a method contained in Chapter 6.5
21 (commencing with Section ~~6800~~ 6820) of Part 1 of Division 2 of
22 the Public Contract Code, other than Sections ~~6802, 6803, and~~
23 ~~6813~~ of that code, if those provisions are enacted by the Legislature
24 during the 2009-10 Regular Session, or a 2009-10 extraordinary
25 session: 6821 and 6822 of that code.

26 (f) (1) (A) Notwithstanding any other provision of this chapter,
27 for projects on the state highway system, the department is the
28 responsible agency for the performance of project development
29 services, including performance specifications, preliminary
30 engineering, prebid services, the preparation of project reports and
31 environmental documents, and construction inspection services.
32 The department is also the responsible agency for the preparation
33 of documents that may include, but need not be limited to, the size,
34 type, and desired design character of the project, performance
35 specifications covering the quality of materials, equipment, and
36 workmanship, preliminary plans, and any other information deemed
37 necessary to describe adequately the needs of the department or
38 regional transportation agency.

39 (B) The department may use department employees or
40 consultants to perform the services described in subparagraph (A),

1 consistent with Article XXII of the California Constitution.
2 Department resources, including personnel requirements, necessary
3 for the performance of those services shall be included in the
4 department's capital outlay support program for workload purposes
5 in the annual Budget Act.

6 (2) The department or a regional transportation agency may
7 exercise any power possessed by it with respect to transportation
8 projects to facilitate the transportation projects pursuant to this
9 section. The department, regional transportation agency, and other
10 state or local agencies may provide services to the contracting
11 entity or lessee for which the public entity is reimbursed, including,
12 but not limited to, planning, environmental planning, environmental
13 certification, environmental review, preliminary design, design,
14 right-of-way acquisition, construction, maintenance, and policing
15 of these transportation projects. The department or regional
16 transportation agency, as applicable, shall regularly inspect the
17 facility and require the contracting entity or lessee to maintain and
18 operate the facility according to adopted standards. Except as may
19 otherwise be set forth in the lease agreement, the contracting entity
20 or lessee shall be responsible for all costs due to development,
21 maintenance, repair, rehabilitation, and reconstruction, and
22 operating costs.

23 (g) (1) In selecting private entities with which to enter into
24 these agreements, notwithstanding any other provision of law, the
25 department and regional transportation agencies may utilize, but
26 are not limited to utilizing, one or more of the following
27 procurement approaches:

28 (A) Solicitations of proposals for defined projects and calls for
29 project proposals within defined parameters.

30 (B) Prequalification and short-listing of proposers prior to final
31 evaluation of proposals.

32 (C) Final evaluation of proposals based on qualifications and
33 best value. The California Transportation Commission shall
34 develop and adopt criteria for making that evaluation prior to
35 evaluation of a proposal.

36 (D) Negotiations with proposers prior to award.

37 (E) Acceptance of unsolicited proposals, with issuance of
38 requests for competing proposals. Neither the department nor a
39 regional transportation agency may award a contract to an

1 unsolicited bidder without receiving at least one other responsible
2 bid.

3 (2) When evaluating a proposal submitted by the contracting
4 entity or lessee, the department or the regional transportation
5 agency may award a contract on the basis of the lowest bid or best
6 value.

7 (h) The contracting entity or lessee shall have the following
8 qualifications:

9 (1) Evidence that the members of the contracting entity or lessee
10 have completed, or have demonstrated the experience, competency,
11 capability, and capacity to complete, a project of similar size,
12 scope, or complexity, and that proposed key personnel have
13 sufficient experience and training to competently manage and
14 complete the design and construction of the project, and a financial
15 statement that ensures that the contracting entity or lessee has the
16 capacity to complete the project.

17 (2) The licenses, registration, and credentials required to design
18 and construct the project, including, but not limited to, information
19 on the revocation or suspension of any license, credential, or
20 registration.

21 (3) Evidence that establishes that members of the contracting
22 entity or lessee have the capacity to obtain all required payment
23 and performance bonding, liability insurance, and errors and
24 omissions insurance.

25 (4) Evidence that the contracting entity or lessee has workers'
26 compensation experience, history, and a worker safety program
27 of members of the contracting entity or lessee that is acceptable
28 to the department or regional transportation agency.

29 (5) A full disclosure regarding all of the following with respect
30 to each member of the contracting entity or lessee during the past
31 five years:

32 (A) Any serious or willful violation of Part 1 (commencing with
33 Section 6300) of Division 5 of the Labor Code or the federal
34 Occupational Safety and Health Act of 1970 (Public Law 91-596).

35 (B) Any instance where members of the contracting entity or
36 lessee were debarred, disqualified, or removed from a federal,
37 state, or local government public works project.

38 (C) Any instance where members of the contracting entity or
39 lessee, or its owners, officers, or managing employees submitted

1 a bid on a public works project and were found to be nonresponsive
2 or were found by an awarding body not to be a responsible bidder.

3 (D) Any instance where members of the contracting entity or
4 lessee, or its owners, officers, or managing employees defaulted
5 on a construction contract.

6 (E) Any violations of the Contractors' State License Law
7 (Chapter 9 (commencing with Section 7000) of Division 3 of the
8 Business and Professions Code), including, but not limited to,
9 alleged violations of federal or state law regarding the payment of
10 wages, benefits, apprenticeship requirements, or personal income
11 tax withholding, or Federal Insurance Contributions Act (FICA)
12 withholding requirements.

13 (F) Any bankruptcy or receivership of any member of the
14 contracting entity or lessee, including, but not limited to,
15 information concerning any work completed by a surety.

16 (G) Any settled adverse claims, disputes, or lawsuits between
17 the owner of a public works project and any member of the
18 contracting entity or lessee during the five years preceding
19 submission of a bid under this article, in which the claim,
20 settlement, or judgment exceeds fifty thousand dollars (\$50,000).
21 Information shall also be provided concerning any work completed
22 by a surety during this five-year period.

23 (H) If the contracting entity or lessee is a partnership, joint
24 venture, or an association that is not a legal entity, a copy of the
25 agreement creating the partnership or association that specifies
26 that all general partners, joint venturers, or association members
27 agree to be fully liable for the performance under the agreement.

28 (i) No agreement entered into pursuant to this section shall
29 infringe on the authority of the department or a regional
30 transportation agency to develop, maintain, repair, rehabilitate,
31 operate, or lease any transportation project. Lease agreements may
32 provide for reasonable compensation to the contracting entity or
33 lessee for the adverse effects on toll revenue or user fee revenue
34 due to the development, operation, or lease of supplemental
35 transportation projects with the exception of any of the following:

- 36 (1) Projects identified in regional transportation plans prepared
37 pursuant to Section 65080 of the Government Code.
- 38 (2) Safety projects.
- 39 (3) Improvement projects that will result in incidental capacity
40 increases.

1 (4) Additional high-occupancy vehicle lanes or the conversion
2 of existing lanes to high-occupancy vehicle lanes.

3 (5) Projects located outside the boundaries of a public-private
4 partnership project, to be defined by the lease agreement.

5 However, compensation to a contracting entity or lessee shall
6 only be made after a demonstrable reduction in use of the facility
7 resulting in reduced toll or user fee revenues, and may not exceed
8 the difference between the reduction in those revenues and the
9 amount necessary to cover the costs of debt service, including
10 principal and interest on any debt incurred for the development,
11 operation, maintenance, or rehabilitation of the facility.

12 (j) (1) Agreements entered into pursuant to this section shall
13 authorize the contracting entity or lessee to impose tolls and user
14 fees for use of a facility constructed by it, and shall require that
15 over the term of the lease the toll revenues and user fees be applied
16 to payment of the capital outlay costs for the project, the costs
17 associated with operations, toll and user fee collection,
18 administration of the facility, reimbursement to the department or
19 other governmental entity for the costs of services to develop and
20 maintain the project, police services, and a reasonable return on
21 investment. The agreement shall require that, notwithstanding
22 Sections 164, 188, and 188.1, any excess toll or user fee revenue
23 either be applied to any indebtedness incurred by the contracting
24 entity or lessee with respect to the project, improvements to the
25 project, or be paid into the State Highway Account, or for all three
26 purposes, except that any excess toll revenue under a lease
27 agreement with a regional transportation agency may be paid to
28 the regional transportation agency for use in improving public
29 transportation in and near the project boundaries.

30 (2) Lease agreements shall establish specific toll or user fee
31 rates. Any proposed increase in those rates not otherwise
32 established or identified in the lease agreement during the term of
33 the agreement shall first be approved by the department or regional
34 transportation agency, as appropriate, after at least one public
35 hearing conducted at a location near the proposed or existing
36 facility.

37 (3) The collection of tolls and user fees for the use of these
38 facilities may be extended by the commission or regional
39 transportation agency at the expiration of the lease agreement.
40 However, those tolls or user fees shall not be used for any purpose

1 other than for the improvement, continued operation, or
2 maintenance of the facility.

3 (k) Agreements entered into pursuant to this section shall include
4 indemnity, defense, and hold harmless provisions agreed to by the
5 department or regional transportation agency and the contracting
6 entity or lessee, including provisions for indemnifying the State
7 of California or the regional transportation agency against any
8 claims or losses resulting or accruing from the performance of the
9 contracting entity or lessee.

10 (l) The plans and specifications for each transportation project
11 on the state highway system developed, maintained, repaired,
12 rehabilitated, reconstructed, or operated pursuant to this section
13 shall comply with the department’s standards for state
14 transportation projects. The lease agreement shall include
15 performance standards, including, but not limited to, levels of
16 service. The agreement shall require facilities on the state highway
17 system to meet all requirements for noise mitigation, landscaping,
18 pollution control, and safety that otherwise would apply if the
19 department were designing, building, and operating the facility.
20 If a facility is on the state highway system, the facility leased
21 pursuant to this section shall, during the term of the lease, be
22 deemed to be a part of the state highway system for purposes of
23 identification, maintenance, enforcement of traffic laws, and for
24 the purposes of Division 3.6 (commencing with Section 810) of
25 Title 1 of the Government Code.

26 (m) Failure to comply with the lease agreement in any significant
27 manner shall constitute a default under the agreement and the
28 department or the regional transportation agency, as appropriate,
29 shall have the option to initiate processes to revert the facility to
30 the public agency.

31 (n) The assignment authorized by subdivision (c) of Section
32 130240 of the Public Utilities Code is consistent with this section.

33 (o) A lease to a private entity pursuant to this section is deemed
34 to be public property for a public purpose and exempt from
35 leasehold, real property, and ad valorem taxation, except for the
36 use, if any, of that property for ancillary commercial purposes.

37 (p) Nothing in this section is intended to infringe on the authority
38 to develop high-occupancy toll lanes pursuant to Section 149.4,
39 149.5, or 149.6.

1 (q) Nothing in this section shall be construed to allow the
2 conversion of any existing nontoll or nonuser-fee lanes into tolled
3 or user fee lanes with the exception of a high-occupancy vehicle
4 lane that may be operated as a high-occupancy toll lane for vehicles
5 not otherwise meeting the requirements for use of that lane.

6 (r) The lease agreement shall require the contracting entity or
7 lessee to provide any information or data requested by the
8 California Transportation Commission or the Legislative Analyst.
9 The commission, in cooperation with the Legislative Analyst, shall
10 annually prepare a report on the progress of each project and
11 ultimately on the operation of the resulting facility. The report
12 shall include, but not be limited to, a review of the performance
13 standards, a financial analysis, and any concerns or
14 recommendations for changes in the program authorized by this
15 section.

16 (s) Notwithstanding any other provision of this section, no lease
17 agreement may be entered into pursuant to the section that affects,
18 alters, or supersedes the Memorandum of Understanding (MOU),
19 dated November 26, 2008, entered into by the Golden Gate Bridge
20 Highway and Transportation District, the Metropolitan
21 Transportation Commission, and the San Francisco County
22 Transportation Authority, relating to the financing of the U.S.
23 Highway 101/Doyle Drive reconstruction project located in the
24 City and County of San Francisco.

25 (t) ~~No A lease agreements may~~ *agreement shall not* be entered
26 into under this section on or after January 1, ~~2017~~: 2030.

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AMENDED IN SENATE APRIL 11, 2016
AMENDED IN SENATE MARCH 15, 2016

SENATE BILL

No. 824

Introduced by Senator Beall

January 7, 2016

An act to amend Section 75230 of, and to add Section 75231 to, the Public Resources Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 824, as amended, Beall. Low Carbon Transit Operations Program.

Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.

Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Existing law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation.

This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of

other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for ~~a capital project or component of a capital project~~ any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects.

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 75230 of the Public Resources Code is
- 2 amended to read:
- 3 75230. (a) The Low Carbon Transit Operations Program is
- 4 hereby created to provide operating and capital assistance for transit
- 5 agencies to reduce greenhouse gas emissions and improve mobility,
- 6 with a priority on serving disadvantaged communities.
- 7 (b) Funding for the program is continuously appropriated
- 8 pursuant to Section 39719 of the Health and Safety Code from the
- 9 Greenhouse Gas Reduction Fund established pursuant to Section
- 10 16428.8 of the Government Code.
- 11 (c) Funding shall be allocated by the Controller on a formula
- 12 basis consistent with the requirements of this part and with Section
- 13 39719 of the Health and Safety Code, upon a determination by the
- 14 Department of Transportation that the expenditures proposed by
- 15 a recipient transit agency meet the requirements of this part and
- 16 guidelines developed pursuant to subdivision (f), and that the
- 17 amount of funding requested is currently available.
- 18 (d) A recipient transit agency shall demonstrate that each
- 19 expenditure of program moneys allocated to the agency reduces
- 20 greenhouse gas emissions.
- 21 (e) Moneys for the program shall be expended to provide transit
- 22 operating or capital assistance that meets any of the following:

1 (1) Expenditures supporting new or expanded bus or rail
2 services, new or expanded water-borne transit, or expanded
3 intermodal transit facilities, and may include equipment acquisition,
4 fueling, and maintenance, and other costs to operate those services
5 or facilities. A recipient transit agency may use program moneys
6 for the costs to operate new or expanded service in the fiscal year
7 in which the service is first implemented, and in any subsequent
8 fiscal year if the agency can demonstrate that additional reductions
9 in greenhouse gas emissions can be realized.

10 (2) Expenditures that directly enhance or expand transit service
11 to increase mode share.

12 (3) Any other expenditure for which the recipient transit agency
13 can demonstrate that the expenditure reduces greenhouse gas
14 emissions.

15 (f) For recipient transit agencies whose service areas include
16 disadvantaged communities as identified pursuant to Section 39711
17 of the Health and Safety Code, at least 50 percent of the total
18 moneys received pursuant to this chapter shall be expended on
19 projects or services that meet requirements of subdivision (d) and
20 benefit the disadvantaged communities, consistent with the
21 guidance developed by the State Air Resources Board pursuant to
22 Section 39715 of the Health and Safety Code.

23 (g) The Department of Transportation, in coordination with the
24 State Air Resources Board, shall develop guidelines that describe
25 the methodologies that recipient transit agencies shall use to
26 demonstrate that proposed expenditures will meet the criteria in
27 subdivisions (d) and (f) and establish the reporting requirements
28 for documenting ongoing compliance with those criteria.

29 (h) Chapter 3.5 (commencing with Section 11340) of Part 1 of
30 Division 3 of Title 2 of the Government Code does not apply to
31 the development of guidelines for the program pursuant to this
32 section.

33 (i) A recipient transit agency shall submit the following
34 information to the Department of Transportation before seeking a
35 disbursement of funds pursuant to this part:

36 (1) A list of proposed expense types for anticipated funding
37 levels.

38 (2) The documentation required by the guidelines developed
39 pursuant to this section to demonstrate compliance with
40 subdivisions (d) and (f).

1 (j) For capital projects, the recipient transit agency shall also
2 do all of the following:

3 (1) Specify the phases of work for which the agency is seeking
4 an allocation of moneys from the program.

5 (2) Identify the sources and timing of all moneys required to
6 undertake and complete any phase of a project for which the
7 recipient agency is seeking an allocation of moneys from the
8 program.

9 (3) Describe intended sources and timing of funding to complete
10 any subsequent phases of the project, through construction or
11 procurement.

12 (k) Before authorizing the disbursement of funds, the
13 Department of Transportation, in coordination with the State Air
14 Resources Board, shall determine the eligibility, in whole or in
15 part, of the proposed list of expense types, based on the
16 documentation provided by the recipient transit agency to ensure
17 ongoing compliance with the guidelines developed pursuant to
18 this section.

19 (l) The Department of Transportation shall notify the Controller
20 of approved expenditures for each recipient transit agency, and
21 the amount of the allocation for each agency determined to be
22 available at that time of approval.

23 (m) A recipient transit agency that does not submit a project for
24 funding in a particular fiscal year shall retain its funding share,
25 and may accumulate and utilize that funding share in a subsequent
26 fiscal year for a larger expenditure. The recipient transit agency
27 shall specify the number of fiscal years that it intends to retain its
28 funding share and the expenditure for which the agency intends
29 to use these moneys. There shall be no limit on the number of
30 fiscal years that a recipient transit agency may retain its funding
31 share.

32 (n) A recipient transit agency may, in any particular fiscal year,
33 loan or transfer its funding share to another recipient transit agency
34 within the same region for any identified eligible expenditure under
35 the program, in accordance with procedures incorporated by the
36 Department of Transportation in the guidelines developed pursuant
37 to ~~this section~~ *section, which procedures shall be consistent with*
38 *the requirement in subdivision (f).*

39 (o) A group of recipient transit agencies may, in any particular
40 fiscal year, enter into an agreement to pool the respective funding

1 shares of each member of the group for any identified eligible
 2 expenditure under the program, in accordance with procedures
 3 incorporated by the Department of Transportation in the guidelines
 4 developed pursuant to this ~~section~~. *section, which procedures shall*
 5 *be consistent with the requirement in subdivision (f).*

6 (p) A recipient transit agency may apply to the Department of
 7 Transportation to reassign any savings of surplus moneys allocated
 8 under this section to the agency for an expenditure that has been
 9 completed to another eligible expenditure under the program. A
 10 recipient transit agency may also apply to the Department of
 11 Transportation to reassign to another eligible expenditure any
 12 moneys from the program previously allocated to the agency for
 13 an expenditure that the agency has determined is no longer a
 14 priority for the use of those moneys.

15 (q) The recipient transit agency shall provide annual reports to
 16 the Department of Transportation, in the format and manner
 17 prescribed by the department, consistent with the internal
 18 administrative procedures for use of fund proceeds developed by
 19 the State Air Resources Board.

20 (r) The Department of Transportation and recipient transit
 21 agencies shall comply with the guidelines developed by the State
 22 Air Resources Board pursuant to Section 39715 of the Health and
 23 Safety Code to ensure that the requirements of Section 39713 of
 24 the Health and Safety Code are met to maximize the benefits to
 25 disadvantaged communities as described in Section 39711 of the
 26 Health and Safety Code.

27 (s) The audit of public transportation operator finances already
 28 required under the Transportation Development Act pursuant to
 29 Section 99245 of the Public Utilities Code shall be expanded to
 30 include verification of receipt and appropriate expenditure of
 31 moneys from the program. Each recipient transit agency receiving
 32 moneys from the program in a fiscal year for which an audit is
 33 conducted shall transmit a copy of the audit to the Department of
 34 Transportation, and the department shall make the audits available
 35 to the Legislature and the Controller for review on request.

36 SEC. 2. Section 75231 is added to the Public Resources Code,
 37 to read:

38 75231. (a) A recipient transit agency under the program created
 39 pursuant to Section 75230 may apply to the Department of
 40 Transportation for a letter of no prejudice for ~~a capital project or~~

1 ~~for any component of a capital project~~ *any eligible expenditures*
 2 *under the program* for which the department has authorized a
 3 disbursement of funds. If approved by the department, the letter
 4 of no prejudice shall allow the recipient transit agency to expend
 5 its own moneys for the ~~project or any component of the project~~
 6 *expenditures* and to be eligible for future reimbursement from
 7 moneys available for the program.

8 (b) The amount expended under subdivision (a) shall be
 9 reimbursed by the state from moneys available for the program if
 10 all of the following conditions are met:

11 (1) ~~The project or project component~~ *expenditures* for which
 12 the letter of no prejudice was requested ~~has~~ *have* commenced, and
 13 ~~the any regional or local expenditures~~ *expenditures, if applicable,*
 14 have been incurred.

15 (2) The expenditures made by the recipient transit agency are
 16 eligible ~~expenditures~~ under the program. If expenditures made by
 17 the recipient transit agency are determined to be ineligible, the
 18 state has no obligation to reimburse those expenditures.

19 (3) The recipient transit agency complies with all legal
 20 requirements for the ~~project~~, *expenditures*, including the
 21 requirements of the California Environmental Quality Act (Division
 22 13 (commencing with Section ~~21000~~); *21000*)), *if applicable.*

23 (4) There are moneys in the Greenhouse Gas Reduction Fund
 24 designated for the program that are sufficient to make the
 25 reimbursement payment.

26 (c) The recipient transit agency and the Department of
 27 Transportation shall enter into an agreement governing
 28 reimbursement as described in this section. The timing and final
 29 amount of reimbursement shall be dependent on the terms of the
 30 agreement and the availability of moneys in the Greenhouse Gas
 31 Reduction Fund for the program.

32 (d) The Department of Transportation, in consultation with
 33 recipient public transit agencies, may develop guidelines to
 34 implement this section.

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DATE: May 2, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY) FY 2016-17
and 2017-18

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2015-16 and FY 2016-17 included a list of 41 priority projects, plans and programs.

Over the past 15 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's multiple transit operators. The past eight years, STA has initiated and is now managing several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children and their parents traveling to and from school.

STA's planning activity includes the update of its Comprehensive Transportation Plan, and the Intercity Transit Corridor Study. The STA's project development activities include completing environmental documents, designing projects, conducting right of way activities, and managing construction. In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the Suisun Parkway (North Connector), the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation, Phase 1 of the I-80/I-680/SR 12 Interchange, Dixon's Pedestrian Underpass Project, Benicia's Bus Hub Project, and SR 12/Church.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, three SolanoExpress Transit Routes and Marketing of SolanoExpress, SNCI's Guaranteed Ride

Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person American's with Disabilities Act (ADA) Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).

In the past year, the US Congress and President finally authorized a Federal a five year Transportation Authorization Bill called Fixing America's Surface Transportation Act or the "FAST Act". What remains unclear and woefully underfunded is State funding for transportation infrastructure. This continues to overshadow the funding of transportation projects and programs in California. Seven years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. The 2016 STIP has now been obliterated with no new programming capacity and Solano County's existing STIP funds (from the 2014 STIP programming cycle) has been delayed for the Jepson Parkway (\$33 million) for a project ready to go to construction in December 2015.

Three years ago, the State of California combined several state grant programs into the Active Transportation Program, a state-wide competitive grant program that funds bike, pedestrian, and Safe Routes to School programs and projects. The relatively new Cap and Trade Revenues are being allocated through a variety of competitive grants programs with only a modest amount of funding being dedicated by formula for transit. Last year, the Governor highlighted the importance of addressing the State's backlog of highway maintenance projects. The League of California Cities, California State Association of Counties (CSAC), and the California Transportation Commission (CTC) have also highlighted the significant backlog of local road maintenance needs. In 2014, STA provided the Solano Pothole Report that highlights the status and critical funding shortfall facing our local streets and roads now and in the future.

Eight years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided a one-time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass in Benicia, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. In 2014, MTC added a fifth year to the One Bay Area Grant (OBAG) federal cycle without any new federal funds added. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2016-17 and 2017-18. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2015-16 and FY 2016-17, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction in FY 2016-17, with construction to be concluded during the next two to three years.

- SR 12 East Safety Project – SR 113 to Rio Vista – Caltrans
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2) – Fairfield/Vacaville/STA
- I-80/I-680/SR 12 Interchange/Green Valley Interchange – Initial Construction Package 1 – Caltrans STA

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway) - STA
- I-80 Westbound Truck Scales – STA (environmentally cleared)
- I-80 Express Lanes (HOT Lanes) – Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505 (project design underway) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (environmental document completed – developing funding plan for design – County/Vallejo/STA
- SR 12/Church (environmental studies underway) – STA/Rio Vista
- SR 37 (Caltrans/UC Davis Sea Level Rise study underway and MOU Formed) – STA/SCTA/NVTA/TAM/Caltrans

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37 (environmental document)
- Jepson Parkway – remaining segments
- North Connector – West Segment

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are either in construction or moving through the project development stage into construction. The agency sponsor for each of these transit projects is one of the cities or Solano County Transit (SolTrans), the transit joint powers authority, as part of the transfer of assets to the new agency. Four of the projects under construction were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

There are four transit projects that are funded and under construction:

- Transit Center at Curtola/Lemon Street – Phase 1 – under construction - SolTrans
- Benicia Industrial Transit Facility –under construction – Benicia
- Suisun Amtrak Station Upgrade – under construction – Suisun City
- Fairfield/Vacaville Train Station – under construction - Fairfield

Several of these projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

STA PLANNING ACTIVITIES

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be concluded in FY 2016-17.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Intercity Transit Corridor Study (SolanoExpress) – Phase 2 – Operational Plan and Coordinated SRTPs
- Five Priority Development Area studies
- Solano Priority Conservation Area Plan

The following plans are scheduled to be considered as part of the two year work plan.

- Solano Water Transit Service Study
- Emergency Responders and Disaster Preparedness Study
- SR 37 Corridor Evaluation – Sea Level Rise & Tolling
- Solano Seniors and People with Disabilities Mobility Plan

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term and dependent on continuing grant funding.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Mobility Call Center/Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- Solano Highway Improvement Partnership (SoHIP)
- Regional Traffic Impact Fee (RTIF) Program

Some of the major program milestones this past fiscal year include the following:

- The Solano Mobility Management Call Center handled 554 calls FY 2014-15; the last 12 months (April 15-March 16) this increased to 1,299 calls.

- The Solano Mobility Management Website received 14,609 visits
- Completion of Second Year of In-Person ADA Eligibility Program with 1,332 individuals assessed and only 2% denied for ADA service
- The Start Up of 5 New Vanpools by the SNCI Program in FY 2015-16 through March and coordination with 213 vanpools
- Start-up of the Transportation Info Depot at Historic Suisun Amtrak Station with 6,156 customers served
- Approved for 2nd State Active Transportation Grant for Safe Routes to Schools
- Approved for California Energy Commission Grant for EV Readiness in Solano County
- Completion of Second Annual RTIF Report, RTIF Revenues Passed \$2 million milestone and two projects funded by RTIF now under construction and third project scheduled to start construction in FY 2016-17
- Completion of Update of Solano Travel Safety Study
- 5th Year of STA's Local Preference Policy Implementation
- CTP Public Outreach Effort reached over 58,000 residents and over 2,132 provided public comments
- STA completed first year (FY 2014-15) of managing Solano Intercity Taxi Program which provided 12,825 passenger trips
- Developed travel training programs and transit rider guides for four transit operators

Recommendation:

Informational.

Attachment:

- A. STA's Draft Overall Work Plan for FY 2016-17 and FY 2017-18

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SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	FY 2016-17	FY 2017-18	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Package 1 (Initial Construction Package (ICP)) in construction ● Construction began Spring 2015 ● Identification of 7 construction packages has been completed. ● Packages 2 and 3 are in design. Geometric Approval Drawings pending Caltrans approval. ● Securing Funding for Packages 2 and 3 on-going task. ● Federal FASTLANE Grant Submitted for PC 2 and 3 ● Initial Utility Relocation PC 2 Underway <p><u>Milestones:</u> ICP Under Construction Contract Began</p> <p><u>Estimated Completion Date (ECD):</u> ICP Construction to Finish 2016</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X		By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)**

<p>STA Lead – Projects</p>	<p>2.</p>	<p><u>I-80/4-680 Express Lanes</u> A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1 B. I-80 Air Base Pkwy to I-505 – Segment 2 C. I-80 Carquinez Bridge to SR 37 – Segment 3 D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Draft Environmental Document Spring 2015 (Segments 1 & 2) • Funding for Design of Segment 2 pending BATA/BAIFA Approval • Seeking construction funding for Segment 2 • Seeking funding for environmental document – Segment 3 • MTC lead for Integrator <p><u>Milestones:</u> PSR - COMPLETED Draft ED Spring 2015 - COMPLETED (Segments 1 & 2) <u>Design for Segments 2 & 3 Initiated</u></p> <p><u>ECD:</u> PA/ED August 2015 (Segments 1 & 2) PS&E – July 2016 <u>Jan 2018</u> Segment 1 PS&E – October 2017 <u>Jan 2018</u> Segment 2</p> <p>CON – Spring 2018 Segment 1 (<u>pending funding</u>) CON – Summer-Fall 2018 Segment 2 (pending funding)</p>	<p>STA PA/ED Design</p>	<p>\$16.4 M Bridge Tolls</p> <p><u>\$17.8 M BAIFA Funds for PS&E Segments 1 and 2</u></p>	<p>✗</p>	<p>X</p>		<p>A. \$30 M B. \$130M C. \$8 M (PA/ED)</p>	<p>Projects Janet Adams</p>
<p>STA Lead Projects</p>	<p>3.</p>	<p><u>I-80 Cordelia Truck Scales</u> 1. EB Truck Scales 2. WB Truck Scales</p> <p><u>Status:</u></p>	<p>STA • PA/ED • Design</p> <p>Caltrans</p>	<p>\$49.8 M Bridge Tolls \$49.8 M TCIF</p>	<p>✗</p>			<p>\$100.6 M WB Scales (\$170 M): PS&E \$15.2 M</p>	<p>Projects Janet Adams</p>

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

		<ul style="list-style-type: none"> • Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. → • Form Working Group for WB Scales • Advocate for funding WB Scales • Proposed WB Scales to be included in new RTP as Freight Priority Project • Working with MTC to have WB included in Regional Goods Movements Plan (est. Aug 2015) • Prepared to Submit for Federal FASTLANE Grant 2017/18 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Added WB Truck Scales to State Freight Plan (December 2014) • EB Awarded ENR's California 2014 Best Project (Highways/Bridges) • EB Awarded Intelligent Transportation Society of America (ITS America) 2014 Best of ITS Awards Added WB Scales to MTC Regional Goods Movement Plan. <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014 Working Group Initial Meeting—Est Summer 2015</p>	<ul style="list-style-type: none"> • R/W • Con 					R/W \$37.65 M CON \$117.15 M	
<u>STA Lead – Projects</u>	<u>4.</u>	<p><u>Managed Lanes Implementation Plan</u> <u>Transportation projects that support facilities such as transit hubs and park and ride lots in an effort to attract and support a greater capacity of express lane users and Solano Express Bus riders.</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA staff continued participation on MTC MLIP Working Group • Clarifying Solano MLIP project definitions as part of the STA's Transit Corridor Study (Phase 2) 	<u>MTC STA</u>	<u>Regional OBAG 2</u>		<u>X</u>			<u>Projects</u> <u>Robert Guerrero</u>

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • STA Board approved MLIP Priorities on July 8, 2015 <p><u>ECD:</u></p> <ul style="list-style-type: none"> • MTC MLIP Plan anticipated to be completed Fall 2016 • MLIP projects to be considered in OBAG 2 • STA Board Workshop to identify MLIP Capital Priorities as part of Transit Corridor Study Phase 2 							
STA Lead – Studies Projects	4.5.	<p><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Construction completed I-80 for FPI elements from State Route (SR) 37 to I-505. (Phase 2) Implemented Phase 2 Ramp Metering - COMPLETED • Phase 1 implemented one year ago, staff to provide one year report to Board (June 2015) • STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering - Initiation Planned for September 2015 One Year Implementation Plan Phase 2 – June 2017 • _____ <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • One Year Anniversary Phase 1 Ramp Metering - COMPLETED • Phase 2 Implementation – Planned September 2015 COMPLETED • Soundwall Retrofit Policy - COMPLETED <p><u>ECD:</u> Implementation Plan Phase 2 – Spring 2015</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	✗	X		N/A	Projects Robert Guerrero

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		Phase 2 Ramp Metering Implementation September 2015 <u>One Year Study – June 2017</u>							
STA Lead - Projects	5-6	<p>SR 37 Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • In process of developing partnership with Napa/Sonoma/Marin counties In process of developing a • <u>MOU with these partners established between Napa/Sonoma/Marin/Solano TA on December 2015</u> • <u>Created SR 37 Project Leadership Team, SR 37 Executive Steering Committee and SR 37 Policy Committee.</u> • <u>In process of developing the definition of the Project SR 12 Corridor Financial Opportunities Analysis RFP distributed.</u> • <u>SR 37 MOU working to define the scope of the corridor project.</u> • <u>In process of Seeking funding to develop environmental documents and to initiate a Project Study Report for corridor.</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • <u>SR 12 Corridor Financial Opportunities Analysis Consultant Selected and project commences June 1, 2016</u> <p><u>ECD:</u></p> <ul style="list-style-type: none"> • <u>SR 12 Corridor Financial Opportunities Analysis estimated completion - January 2017</u> 			✕	X			Projects Janet Adams Robert Guerrero

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STA Lead – Projects	6-7.	<p>Redwood Parkway – Fairgrounds Drive Improvement Project Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Draft Environmental document—Document – COMPLETED • Regional Air Quality Conformity Analysis—COMPLETED • Funding needed for project design and construction • Scoping out Initial Construction Package Design Scope/Fee <u>in partnership with County and Vallejo</u> <p><u>ECD:</u> Final ED—July 2015</p>	STA PA/ED	Federal Earmark	✗	X		\$65M	Projects Janet Adams
STA Co-Lead Projects	7-8.	<p>SR 12 West (Jameson Canyon) Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Construction – COMPLETED • Working to close out construction contracts • Implementing off-site mitigation <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Awarded APWA 2015 Project of the Year Over \$75 Million • Awarded ASCE 2015 Engineering Excellence Award • Nominated for CTF Project of the Year 2015 <p><u>ECD:</u></p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	✗			\$134 M	Projects Janet Adams NCTPA Caltrans

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		Construction Closeout – 2017 COMPLETED Mitigation Implementation – 2017/18							
STA Lead – Projects	8-9.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <p>A. STA Future SHOPP Priorities</p> <p>a. SR 12/SR 113 Intersection</p> <p>b. Somerset to Druin shoulders (Gap Closure)</p> <p>B. SR 12/Church Road PSR</p> <p>a. PSR completed, Summer 2010</p> <p>b. Initiated PA/ED for SR 12/Church Rd. in partnership with the City</p> <p>C. Monitor new construction between Azavedo to Somerset</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Caltrans has initiated the environmental document on the SR 12/113 intersection improvements. STA initiated SR 12/Church environmental document <u>in partnership with Rio Vista</u> STA proceeding with advocacy for Caltrans Programmed Gap Closure as <u>Long Lead SHOPP Project</u> <u>STA to work with Caltrans to include elements of Rio Vision in Long Lead SHOPP Project.</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Construction started on segment between Azavedo to Somerset - <u>COMPLETED</u> SR 12-/Church Rd ED Initiated <p><u>EDC:</u></p> <p>SR 12-/Church Rd Draft ED – 2017 <u>Late 2016</u> <u>Construction of SR 12/113 Intersection Improvements to begin 2019</u></p>	CT CT STA	SHOPP	✘	X	\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero	
			CT	Rio Vista – Fed Earmark					

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STA Co-Lead Plans	9-10.	<p>SR 29 MIS Corridor Coordination <u>Corridor Major Investment Studies</u> Improve SR 29 for both transit and capital safety/efficiency investments.</p> <p>A. <u>Create a partnership to fund and develop a corridor transit plan-STA to work with City of Vallejo to implement HSIP and SR2S Projects along corridor to improvement safety.</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • <u>The City of Vallejo and NCPTA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created.</u> • <u>STA intends to begin the Phase II Transit Corridor Study in FY 15-16.</u> • <u>The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions.</u> • <u>STA submitted Caltrans Planning Grant for SR 29 MIS, this grant scope includes transit element for the corridor, but was not awarded funding. has received a HSIP and SR2S grants at various intersections along the corridor. The City will begin construction in 2016 on HSIP project and 2017 for SR2S project.</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • <u>MOU creating partnership</u> • <u>Funding and initiation of study</u> • <u>Completion of study</u> <p><u>EDC:</u> <u>Capital Investments Completed - 18 to 24 months</u></p>	City of Vallejo SolTrans NCTPANVTA		✗	X			Planning/Projects Robert Macaulay Philip KCamhi Programs: Liz Niedziela

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<p>STA Co-Lead Projects Program</p>	<p>10.11.</p>	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station The Transfer Center —COMPLETED Phase A —COMPLETED Phase B —Post Office relocation advancing and fully funded.</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 —COMPLETED 2. Curtola —Construction expected to finish Fall 2015. 3. Benicia Bus Hub —Construction expected to begin 2015</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements —COMPLETED 2. Fairfield Vacaville Rail Station a. Rail Station Phase 1 —Construction began</p> <p>D. Develop Future Bridge Toll Project Priorities</p> <ul style="list-style-type: none"> • Fairfield/Vacaville Intermodal Station, Phase 2 • Fairfield Transportation Center (FTC) • Vallejo Station Parking Phase B • Express Lanes • I 80/I 680/SR 12 Interchange • I 80 WB Truck Scales <p>E.D. Update marketing public information hand-outs for all RM 2 projects.</p> <p><u>Milestones:</u> A. Vallejo Station: The Transfer Center - COMPLETED Phase A – COMPLETED Phase B – Post Office relocation advancing and fully funded.</p>	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	<p>Update marketing sheets for all RM 2 projects</p>	<p>X</p>	<p>X</p>		<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Anthony Adams</p> <p>Jayne Bauer/ Daniel Coffeen</p>
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		<p><u>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal)</u> <u>Status:</u> 1. <u>Vacaville Transportation Ctr Phase 1 – COMPLETED</u> 2. <u>Curtola - COMPLETED</u> 3. <u>Benicia Bus Hub – Construction Underway</u></p> <p><u>C. Rail Improvements</u> 1. <u>Capitol Corridor Track Improvements - COMPLETED</u> 2. <u>Fairfield Vacaville Rail Station</u> a. <u>Rail Station Phase 1- Construction Underway</u> b. <u>Rail Station Phase 2 – STA/FF submitted Cap and Trade Grant in April 2016</u></p> <p><u>EDC:</u> A. <u>Vallejo Station Phase B Post Office Relocation – 2017</u> B. <u>Benicia Bus Hub – 2016</u> C. <u>Fairfield Vacaville Train Station Phase 1 - 2017</u></p>							
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STA Co-Lead Projects Program	<u>12.</u>	<u>Develop Future Bridge Toll Project Priorities</u> <u>A. Transit Facilities</u> <ul style="list-style-type: none"> • Fairfield/Vacaville Intermodal Station, Phase 2 • Fairfield Transportation Center (FTC) • Vallejo Station Parking Phase B <u>B. Highway Facilities</u> <ul style="list-style-type: none"> • I-80 Express Lanes • I-80/I-680/SR 12 Interchange • I-80 WB Truck Scales <u>Milestones:</u> STA Board approved the priorities for future bridge toll projects in Solano County.	STA Vallejo Fairfield		X	X			Projects: Janet Adams
	<u>13.</u>	<u>City of Dixon – West B Street Undercrossing</u> <u>Construct new pedestrian undercrossing to replace existing at grade RR</u> <u>Status:</u> <ul style="list-style-type: none"> • <u>Construction completed summer 2014. In process of closing out construction contract and UPRR obligations</u> <u>Milestones:</u> <u>ED – COMPLETED</u>	<u>STA</u>	<u>\$1M City of Dixon</u> <u>\$1.2M STIP TE</u> <u>\$975k TDA Swap</u> <u>\$2.5M OBAG</u>				<u>\$7M</u>	Projects Janet Adams

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		<p><u>PS&E – COMPLETED</u> <u>R/W COMPLETED</u> <u>CON – COMPLETED</u></p> <p><u>ECD:</u> <u>Construction Closeout 2016</u></p>							
STA Co-Lead – Projects	12, 143	<p><u>Jepson Parkway Project</u> A. Vanden Rd. (Segments 2A and 2B) B. Leisure Town Rd. (Segments 1 and 3) C. Walters Rd. Extension</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● FF and VV lead for design, design to be completed by June 2015 ● STA lead for R/W, R/W Certification June 2015 ● STA lead for EIS Re-Validation, to be completed by June 2015 ● Construction scheduled to start in FY 2015-16 (\$38M STIP) – (Fairfield/Vacaville Segments) ● FF Funding Agreement update for Segment 1, pending ● New VV Funding Agreement for Segment 3, pending ● STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. Transferred \$2.4 M of work from Train Station Project to Jepson Pkwy Project <p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 & 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED PS&E Segments 1 and 2A - COMPLETED R/W Segments 1 and 2A - COMPLETED</p>	<p>STA</p> <p>Partners: Vacaville Fairfield County Suisun City</p>	<p>STIP 2006 STIP Aug Fed Demo Local</p>	✗	X		\$185 M	Projects Janet Adams

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		<p><u>ECD:</u> PS&E (Segments 1A and 2): June 2015 R/W (Segment 1 and 2): June 2015 Beg Con: FY 2015-2016-16-17 (Segments 1A and 2A)</p>						
STA Co-Lead Projects	13.154	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation Environmental Document - COMPLETED R/W - COMPLETED Construction - INITIATED <p><u>EDC:</u> PA/ED: Complete PS&E: Complete Beg R/W: Complete Beg Con: 2015-Completion Expected in 2016</p>	STA Funding lead County Implementing lead	\$3.2M Federal Earmark (2005) South Gate Fully Funded	✗	X		South Gate \$3M Projects Janet Adams Robert Guerrero
STA Monitoring – Programs	14.156	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u> A. Monitor and manage local projects. B. Develop Pilot Solano Project <u>Online Tracker (SPOT)</u> Management Webtool (SPOT) C. Implement OBAG Projects D. Implement PCA Project</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation 	STA	STIP-PPM STP	✗	X		N/A Projects Anthony Adams

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		<ul style="list-style-type: none"> • Monitor SR2S project implementation • Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls • Monitor pilot PCA project • Participate in PDT's for projects to insure successful delivery <p><u>ECD:</u></p> <ul style="list-style-type: none"> • FY 2014-15 and FY 2015-16 • <u>Completion estimated April 2016</u> • <u>SPOT activities will be ongoing</u> 							
STA Lead Studies	15,16 17	<p>Private Public Partnerships (P3) Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. — COMPLETE, SP+ O&M firm acquired • Initiating Phase 2 P3 implementation with the City of Fairfield for FTC and FF/VV train station O&M P3 feasibility <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • <u>Phase 2 Implementation Curtola – COMPLETE</u> • <u>Initiated Dixon Park and Ride P3 Feasibility Study</u> • Phase 2 FF-FTC and/or FF/VV Train Station potential 2015-16 <p><u>EDC</u></p> <ul style="list-style-type: none"> • <u>Dixon Park and Ride P3 Feasibility Study estimated completion- June 2016</u> 	STA	\$100,000 Phase 2 \$25,000 SolTrans	✘	✘		\$24,000	Projects Robert Guerrero

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STA Lead - Studies	16,178	<p><u>Solano County Annual Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status</u></p> <ul style="list-style-type: none"> • <u>The first Solano County Pothole report was completed in December 2014</u> • <u>2nd Solano County Pothole report draft currently being developed</u> • <u>Subsequent updates to the Pothole Report are anticipated bi-annually</u> <p><u>ECD</u></p> <ul style="list-style-type: none"> • <u>2016 Solano County Pothole Report estimated completion in September 2016</u> <p><u>Status:</u> The first annual report was completed in 2014. This will be an annual report that is anticipated to be adopted by the STA Board by Dec.</p>	STA	PPM	✘	X		\$12,500	Projects Anthony Adams
STA Lead – Program	17,189	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> • Working Group Coordination • Strategic Implementation Plan (SIP) • Annual Reporting • Fund Distribution <p><u>Status:</u></p> <ul style="list-style-type: none"> • Revenue Estimates Forecast completed and will be updated annually. • SIPs will be updated annually • Development of Funding Sign underway 	STA	PPM/RTIF	✘	X			Projects Robert Guerrero

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		<ul style="list-style-type: none"> RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary) Throughout FY 2014-15 \$780,000 revenue collected. \$2.435 Million collected to date; with \$1.079 Million Disbursed to project 2nd Annual Report to be completed by October 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> 3rd Annual Report to be completed in October 2016 Potential update for the Nexus Study/AB 1600 Study for Working Group District 5 (City of Dixon and Solano County) – November 2016 Update RTIF Revenue Forecast – July 2016 (Add Green Valley OC) – COMPLETED January 2015 Implementation Policies – COMPLETED October 2014 First Annual Report submitted to County October 2014. <p><u>ECD:</u> <u>RTIF Program is a five-year program and administrative tasks will continue to be ongoing until the program expires.</u></p>							
STA Lead – Planning	18.192 <u>0.</u>	<p><u>Comprehensive Transportation Plan Update (CTP)</u> Adopted chapters – Introduction, Land Use, Past Achievements, Active Transportation.</p> <p><u>Arterials, Highways and Freeways</u> <u>Status:</u></p> <ul style="list-style-type: none"> Project list being updated Goals and State of the System being have been updated Gap Analysis drafted AHF Committee meeting every 6 weeks reconvened Annual Pothole Report has been approved 	STA	STP TDA STAF	X	X	<u>X</u>		Planning Robert Macaulay/

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		<ul style="list-style-type: none"> Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p><u>ECD:</u> <u>Bike and Pedestrian projects to be updated</u> Active Transportation - COMPLETED Transit and Rideshare - FALL 2015 <u>Summer July 2016</u> Arterials, Highways and Freeways - DEC 2015 <u>Summer September 2016</u> Final Document - DEC 2015 <u>Fall October 2016</u></p>							
STA Co-Lead	1921.	<p>Regional Transportation Plan Update/Sustainable Communities Strategy Regional Transportation Plan that is updated every four years by MTC. STA adds projects and programs to plan and completes outreach for regional plan.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Call for Projects -- Issued Summer 2015 OBAG 2 Criteria released <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Plan Bay Area adopted July 2013 Develop STA priority project list with CTP adoption in FY 15-16 Major project evaluation March – May 2017 OBAG 2 Project Selection – 2nd half 2016 MTC public outreach plan drafted. First <u>Second</u> Solano meeting May 2015 <u>June 2016</u>. Next SCS due <u>to be adopted in summer 2017</u>. <p><u>ECD:</u> New RTP/SCS – scheduled for July 2017 adoption <u>OBAG 2 project selection – December 2016</u></p>	MTC/STA	STP	✗	X	X		Planning Robert Macaulay

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<p>STA Lead – Planning</p>	<p><u>2022.</u></p>	<p><u>Priority Development Area and Priority Conservation Area Planning and Implementation</u> A. <u>Coordinate</u> Development of PDA Plans for cities of Benicia, Dixon and Rio Vista B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans C. Develop Priority Conservation Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u> • PDA Planning underway. • <u>Fairfield and Suisun City plans drafted</u> • <u>PCA Assessment Plan stakeholder committee formed; consultant selected and performing work</u> Plan drafted, ready for Board approval.</p> <p><u>Milestones:</u> • PDA Planning Grants have STA/City funding agreements; consultant selection under way under contract; Planning work to be completed first half of <u>2016</u><u>2017</u> • <u>Draft</u> PCA Plan to be completed <u>2015</u><u>2016</u></p> <p><u>ECD:</u> 1. PDA Fairfield/Suisun - <u>May-Dec</u> 2016 2. PDA Benicia/Dixon/Rio Vista - March <u>2016</u><u>2017</u> 3. PCA - <u>December 2015</u><u>June 2016</u></p>	<p>STA</p>	<p>Regional TLC CMAQ STP Planning</p>	<p>✗</p>	<p>X</p>	<p><u>X</u></p>	<p>\$1.5 M \$75,000</p>	<p>Planning Robert Macaulay Drew Hart</p>
<p>STA Lead – Programs</p>	<p><u>2023.</u></p>	<p><u>Congestion Management Program (CMP)</u> <u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015.</p>	<p>STA</p>	<p>STP Planning</p>	<p>✗</p>		<p><u>X</u></p>		<p>Planning Robert Macaulay</p>

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		<p>State legislation (AB 2098) may significantly alter CMP process Completed in 2016. Next update due in 2017</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • CMP Update for 2015 has been initiated; completed; MTC direction pending. • CMAs monitoring AB 1098 legislation that may change CMP standards <p><u>ECD:</u> FY Sept 2015-2017</p>							
STA Lead – Programs	2224.	<p>Implementation of Countywide Bicycle Plan Priority Projects Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <p>A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design</p> <p>B. Pleasants Valley Rd Class II - not funded <u>Construction summer 2016</u></p> <p>C. Suisun Valley Farm to Market - seeking ATP funding <u>First phases to be constructed summer 2016; seeking funds for remaining phases</u></p> <p>D. Suisun City Driftwood Drive – IN-DESIGN <u>Construction summer 2016</u></p> <p>E. Dixon West B Undercrossing – COMPLETED</p> <p>F. <u>Rio Vista Highway 12 Crossing – Construction summer 2016</u></p> <p>G. <u>Vacaville Rocky Hill Trail – Construction summer 2016</u></p> <p>G. <u>Vallejo Bay Trail/Vine Trail – Feasibility Study complete; seeking ATP funds summer 2016</u></p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. 	<p>Fairfield Vacaville STA County</p> <p>Suisun City STA</p> <p><u>Rio Vista Vacaville Vallejo/STA</u></p>	TDA Article 3; Bay Area Ridge Trail	✘	X		\$85,000	Planning Drew Hart

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		<ul style="list-style-type: none"> Countywide Bicycle Plan project list - priority list being updated summer of 2015 New bicycle counters acquired and being used to provide use information <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2015-16 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16</p>						
STA Lead – Programs	2325.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation.</p> <p><u>Status of Tier 1 Projects:</u></p> <p>A. <u>East Tabor Ave Crossing (Fairfield) – applied for 2015 ATP funds (not funded)</u> Dixon Safe Routes Jacobs Intermediate School</p> <p>B. <u>West Texas Street Gateway (Fairfield) - applied for 2015 ATP funds (not funded)</u> Downtown Vallejo Streetscape – partly funded</p> <p>C. <u>Suisun Valley Farm to Market – phase 1 received funds, environmental review is pending, remaining project in phases seeking ATP funding</u></p> <p>D. <u>Driftwood Drive (Suisun City) - funded</u> New pedestrian counters acquired and being used to provide use information</p> <p>E. <u>Elmira Road Bike Path (Vacaville) – right-of-way purchase and environmental review needed</u></p> <p>F. <u>Rocky Hill Trail (Vacaville) – funded</u></p> <p>D.G. <u>Bay Trail/Vine Trail Gap Closure – applying for ATP funds (2016)</u></p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	✗	X		Planning Ryan Dodge

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Dixon West B Street Project COMPLETED ● Countywide Pedestrian Plan project list - priority list being updated summer of 2015 <p><u>ECD:</u> Pursue funding for priority projects - FY 15-16-17, FY 15-16</p>						
STA Lead – Programs	2426.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. STA Agency Websites and Facebook pages B. Events C. Quarterly Newsletter and Annual Report D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Marketing Programs: STA/SolanoExpress/SNCI/SolanoExpress/SR2S I. SNCI website and Facebook page J. SR2S website and Facebook page J. K. Solano Mobility website and Facebook page K. L. SolanoExpress website and Facebook page <p><u>Status:</u></p> <ul style="list-style-type: none"> ● New website in design for SolanoExpress and Mobility Management. ● Multiple website editors update agency websites ● STA, SR2S, and SNCI Facebook pages being maintained. ● In-house individual project <u>fact</u> sheets developed on as-need basis. ● STA Annual awards hosted every November ● <u>Updated Legislative Priorities & Platform</u> ● <u>Annual state and federal lobbying trip/materials</u> ● <u>STA Events Committee assists with all STA events</u> 	STA	TFCA Gas Tax Sponsors	✘	X		<p>Planning Jayne Bauer Daniel Coffeen</p> <p>Philip Kamhi Judy Leaks</p>

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	<ul style="list-style-type: none"> ● Assist with planning/implementation of Transportation Summit III (SPWDT) FY 2015-16 ● Release 25th Anniversary edition of STA Annual Report FY 2015-16 <p><u>FY 2016-17:</u></p> <ul style="list-style-type: none"> ● Implement SolanoExpress Marketing Campaign ● Implement SNCI Marketing Campaign ● Implement Constant Contact for stakeholder communication (\$1,000) ● Create new websites for STA, SNCI and SR2S (\$70-100K) ● Assist with planning/implementation of Rail-Volution Mobile Workshop <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Ribbon Cutting for Dixon West B Street Project ● Ribbon Cutting SR 12 Jameson Canyon ● Ribbon Cutting for I 80 EB Truck Scales ● Groundbreaking for I 80/I 680/SR 12 Interchange Project ● Ribbon Cutting Rio Vista Waterfront Promenade ● Groundbreaking Benicia Bus Hub ● 25th Anniversary 2014 Awards Program in Vallejo/Benicia ● Implemented new websites for Solano Mobility and SolanoExpress ● Website editors monthly meetings ● Interviewed/hired/supervised high school intern ● Implemented SolanoExpress Marketing Campaign ● Launched facebook pages for Solano Mobility and SolanoExpress ● Launched Instagram page for SR2S ● Implemented facebook contest campaign for SolanoExpress ● Implemented CTP 2040 webpage and survey ● Implemented Mail Chimp and Survey Monkey tools ● Implemented public input campaign for Local Streets and Roads ● Coordinated with Caltrans on joint project media/public communications 							
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STA Lead – Programs	<u>2527.</u>	<p><u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2014-15 funding: A. YSAQMD - 10 projects for \$420,332,000 <u>available for FY 16-17</u> B. BAAQMD: <ul style="list-style-type: none"> • Solano Commute Alternatives Outreach • Solano Community College Bus Voucher Program <u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	<p style="text-align: center;">STA YSAQMD</p>	<p style="text-align: center;">TFCA Clean Air Funds</p>	<p style="text-align: center;">X</p>			<p style="text-align: center;">\$295,000<u>\$340,000</u> Annually<u>FY 16-17</u> (TFCA) \$340,332,000 <u>FY 16-17</u> (<u>YSAQMD Clean Air</u>)</p>	<p style="text-align: center;">Planning Drew Hart</p>
STA Co-Lead Programs	<u>2628.</u>	<p><u>Solano Climate Action Program</u> Develop <u>and update</u> county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors. <u>Fund implementation programs</u></p> <p><u>Status:</u> <ul style="list-style-type: none"> • <u>All PG&E and SGC funded work has been COMPLETED</u> • <u>STA has obtained a California Energy Commission grant for EV readiness</u> </p>	<p style="text-align: center;">STA</p>	<p style="text-align: center;">PG&E and SGC grants</p>	<p style="text-align: center;">X</p>		<p style="text-align: center;"><u>X</u></p>	<p style="text-align: center;"><u>PG&E Grant</u> <u>\$285,000</u></p> <p style="text-align: center;"><u>SGC Grant</u> <u>\$275,000</u></p>	<p style="text-align: center;">Planning Robert Macaulay <u>Drew Hart</u></p>

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<p>STA Lead – Programs</p>	<p><u>2729.</u></p>	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Implement Plan Update findings ● Update and maintain SR2S website and Facebook <u>and Instagram</u> pages ● Coordinate SR2S Community Task Forces and SR2S Advisory Committee ● Work with <u>Solano</u> Public Health to conduct -Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events ● Expand SR2S Program to incorporate middle school and high school components. ● Monitor the -implementation of selected <u>OBAG 1</u> engineering projects from SR2S Plan update ● <u>Continue Walking School Bus implementation</u> ● at 56 elementary schools ● <u>Continue implementation of monthly and weekly Walking Wednesday initiative</u> ● Continue to seek additional grant funds to fund elements of <u>for</u> SR2S Program <u>implementation</u> ● Implement the 2nd 3rd Public Safety Enforcement Grant with the Cities of Rio Vista and Vacaville ● Develop a robust evaluation system of SR2S program ● Introduce a Walking Wednesday initiative at selected schools ● <u>Implement enhanced WSB program utilizing ATP funding</u> 	<p>STA</p>	<p>CMAQ TFCA-PM YSAQMD BAAQMD TDA <u>FHWA-SRTS</u> ATP</p>	<p>X</p>	<p>X</p>	<p><u>X</u></p>	<p>\$1.5 M Encouragement, Education and Enforcement</p> <p><u>\$2.7M</u> <u>Engineering</u></p>	<p>Transit/SNCI <u>Sarah Fitzgerald</u> <u>Judy Leaks</u> <u>Betsy Beavers</u> <u>Karin Bloesch</u> <u>Tiffany Gephart</u></p>
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	<ul style="list-style-type: none"> ● Work with Solano Public Health to implement parent workshops utilizing ATP funding ● Send bi-monthly electronic newsletters to SR2S stakeholder distribution list ● Provide Bike Mobile events at selected schools and community events ● Implement ATP Cycle 2 Grant Funding for SR2S infrastructure improvements in Benicia and Vallejo and non-infrastructure programs in Benicia, Rio Vista and Vallejo. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Over \$58 million in SR2S funding obtained to date(2008-2015) ● Secured \$3.067M in competitive YSAQMD funding for SR2S Program (\$60K) and ATP Cycle 2 funding for SR2S Parent Education workshops, and enhanced WSB and Engineering improvements Pilot Project (\$388k) ● First Weekly Walking Wednesdays program begins (Grace Patterson Elem, Vallejo) ● First Monthly Walking Wednesday program begins (Matthew Turner Elem, Benicia) ● 5 daily Walking School Buses begin led by paid school staff (Callison Elem, Vacaville) ● Benicia SR2S OBAG Engineering Project Complete ● SR2S Video Completed Produced multiple PSAs focusing on program promotion ● Launch SR2S Instagram, March 2016 ● First Second Safe Routes to School Poster Contest, Bike to School Day poster competition, received over 10025 entries ● Secured Funding Agreement with Complete the Vallejo City Unified School District for Pilot High School Trip Reduction Project (by June 30, 2016) ● Released the 2014-15 Year End SR2S Report Card SR2S category created for STA Annual Awards 							
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	<ul style="list-style-type: none"> ● Presented 5 proclamations to SR2S Champions ● As of March 2015, 4360 schools have held 15980 events attended by 13,824,345 children/students ● 414 schools with 11,0869,430 students participated in International Walk to School Day in October 2015. This marks the first year aFor the second year in a row, all cities and school districts in Solano County participated. ● 2738 schools participated in October 2015 Travel Surveys. Goal, goal is 40 Travel Surveys for May. Developed online survey form to pilot. Survey is now available online. ● At A GlanceSR2S Program Guide and marketing materials updated and distributed at outreach events ● <u>Completed SR2S Enforcement Grant Round 2 with the Cities of Rio Vista and Vacaville</u> ● <u>Completed the update of the online mapping tool for WSB routes</u> ● _____ <p><u>ECD:</u></p> <ul style="list-style-type: none"> ● <u>SR2S OBAG 1 Engineering Projects (Rio Vista, Suisun City, and Vacaville and Vallejo) completed by 2016</u> ● <u>SR2S OBAG 1 Engineering Projects (Dixon, Vallejo) completed by 2017</u> ● <u>SR2S ATP Cycle 2 Engineering Projects (Benicia and Vallejo) complete by 2019</u> 							
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STA Lead – Program	<u>2931.</u>	<p><u>Lifeline Program</u> Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • <u>Call for Projects 2017-18</u> • Project Selection • Monitor Projects <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for Projects- Completed • Monitoring Lifeline Projects • <u>STAF Operating – SolTrans Route 1 and 85, 2, 85 FAST Route 30 Saturday Service and FAST Route 20, Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, FAST Local Taxi Scrip Program</u> and E. Tabor Sidewalk Crossing • <u>JARC Operating FAST Route 20, 30 and FAST Local Taxi Scrip SolTrans Route 2.</u> • <u>Prop 1B Capital –SolTrans (3)</u> Replacement buses and Dixon Read-Ride (1) replacement bus • <u>Solano Community College has initiated an effort to assess an increase in the student fees to provide a reduced-fare transit pass for students.</u> <p>•</p> <p><u>ECD:</u> Lifeline Funding Fifth<u>Fourth</u> Cycle- Estimated FY 2017-184-15 – FY 2018-196-17</p>	STA/MTC	STAF	✗	X		\$17,000	Transit Liz Niedziela



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STA Lead - Programs	3032.	<p><u>FTA 5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Call for Projects in Nov/Dec ● Project Selection ● Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2016-17-14 and FY 2014-15-7-18- Completed Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85</p> <p><u>ECD:</u> 5311 Funding for FY 2015-16-17 - Estimated June 2017</p>	STA/MTC	FTA 5311	X	X		\$900,000	Transit Liz Niedziela
STA Lead – Programs	3133.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Proposed development of CTSA ● <u>Mobility Management Programs</u> being developed 	STA	STAF	X			\$50,000 \$30,000	Transit Liz Niedziela Kristina Holden

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		<ul style="list-style-type: none"> • <u>Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update</u> • Review Mobility Guide for Seniors and People with Disabilities • Operators TDA Claims Review • Score FTA 5310 applications • Recommended projects for OBAG funding <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work (Board May-April 20152016) • FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed • PCC TDA claim review for FY 20142015-15-16 - Completed <ul style="list-style-type: none"> • PCC Brochure 2013- Completed • Updated Mobility Brochure for Seniors and People with Disabilities - March 2015 - Completed <p><u>ECD:</u></p> <p>PCC Work plans - 2016-2017 and 20172018 FTA 5310 call for projects - 2016 and 20172018 TDA Claim Review – FY 2015-162016-17 and 2016-172017-18 <u>Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update – June 2017</u></p>							
STA Lead – Programs	3234 .	<p><u>SolanoExpress/Intercity Coordination</u> Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> • Manage Intercity Transit Consortium • Monitor Route 20, 30, 40, 78, 80, 85, 90 	STA	TDA RM2 STAF	✘				Transit Philip Kamhi

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		<ul style="list-style-type: none"> ● Funding Agreement Update ● RM2 Transit Operating Fund Coordination ● Solano-Express Intercity Transit Marketing ● Intercity Ridership Study Update ● TDA Matrix - Reconciliation and Cost Sharing ● Development of multi-year funding plan ● Development of Intercity Bus Capital Replacement Plan ● Marketing implementation of Clipper ● Manage SolanoExpress Facebook <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Manage Intercity Transit Consortium - ongoing ● Solano-Express Intercity Transit Marketing - in process/ongoing ● Intercity Transit Funding Group Development - ongoing ● TDA Matrix - Reconciliation and Cost Sharing to be approved June 2015-16 and 2016-17 and 2017-18 ● 2016-17 Intercity Ridership Survey <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Solano-Express Capital Bus Replacement Plan Developed - Completed ● 2014 Intercity Ridership Survey - Completed ● Intercity Transit Funding agreement updated FY 2014-15 - Completed ● Implement Clipper - November 2014 RM2 Service Interim Expansion - Completed ● TDA Matrix - Reconciliation and Cost Sharing 2015-16 - Completed ● Created SolanoExpress Facebook Page - Completed ● <p><u>EDC:</u></p> <ul style="list-style-type: none"> ● Development of Transit Capital Plan July 2015 ● Intercity Transit Funding agreement updated - June 2016 				<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>		
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		<ul style="list-style-type: none"> • Intercity Transit Funding agreement updated - June 2017 • SolanoExpress Expansion Marketing – June 2016 							
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<p>STA Lead – Programs</p>	<p>3335.</p>	<p>Solano County Mobility Management Programs</p> <ul style="list-style-type: none"> ● Implement Support and Monitor Mobility Management Programs: ● Countywide ADA In-Person Eligibility Program ● Travel Training Program ● Solano Mobility Call Center ● Senior Safe Driving ● Solano Mobility Website ● Monitor Programs ● CTSA Implementation ● Update Solano Transportation Study for Seniors and People with Disabilities <p>Status:</p> <ul style="list-style-type: none"> ● Coordinate and Evaluate and Analyze report on Countywide ADA In-Person Eligibility Program ● Coordinate Support Transit Operators with Travel Training programs with Transit Operators and non-profit providers ● Provide outreach on all Solano Mobility Programs and Call Center services ● Provide updated Update Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol’s Age Well Drive Smart Program provide information on transportation alternative and programs ● Conduct Outreach at community events and organizations throughout Solano County ● Implementation of Ambassador Program with coordination with Transit operators on travel training ● Partner with non profits for one on one travel training (Independent Living Resource Center and Connections for Life) ● Evaluate In Person Eligibility Program 	<p>STA/ County/ Transit Operators</p>	<p>JARC/STAF/ OBAG/NEW FREEDOM</p>	<p>✗</p>	<p>X</p>		<p>\$800,000</p>	<p>Transit Tiffany Gephart Kristina Holden</p>
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	<p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Implementation of Support Ambassador Programs with and coordination with Transit operators on travel training - CompletedOngoing ● Partner withCoordination and support non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) - CompletedOngoing ● Evaluate In Person Eligibility Programmm- CompletedOngoing ● Countywide In Person ADA Eligibility Program Initiated Contract Extended (July-April 2016) - Completed ● Develop Website – Completed ● Implement Call Center – Completed ● Disseminate information on Senior Safety Driver Programs – September 2014Completed ● CTSA Designation – Completed Transition Intercity Taxi Scrip Program from Solano County to STA Completed <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year 2015<u>2016-17</u> Travel Training Programs development – July 2015</p>			X				
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STA Lead Program	3436.	<p><u>Intercity Taxi Scrip Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools.</p> <p>A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p>Status:</p> <ul style="list-style-type: none"> • Monitoring program - ongoing • Implementation of Phase 2 to begin Summer 2015 - developing • Implementation of improvements to current Taxi Scrip Program – ongoing • Develop online program information (website) - ongoing <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Transition Intercity Taxi Scrip Program from Solano County to STA – Completed • Interim program management by consultant - Completed • Fare Change – Completed • Develop service options for phase 2 – Completed <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Implementation of Phase 2 – 2017 • MOU with Taxi Operators – June 2016 • MOU with Jurisdictions Transit Operators – June 2016 • MOU with Solano County for Low-Income Fare Eligibility – June May 2016 	<p style="text-align: center;">STA</p>	<p style="text-align: center;">TDA</p>	<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p>			<p style="text-align: center;">Transit Philip Kamhi Debbie McQuilkin</p>
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STA Lead – Programs	3537.	<p><u>Solano Solano Commuter Information/Mobility Call Center</u></p> <p><u>Commuter Program</u></p> <p>A. <u>Customer Service Program-Call Center, Display Racks, website/facebook</u></p> <p>B. <u>Vanpool Program</u></p> <p>C. <u>Employer Outreach/Support Program</u></p> <p>D. <u>Employer Commute Challenge Promotion</u></p> <p>E. <u>Incentives Program</u></p> <p>F. <u>Emergency Ride Home (ERH) Program</u></p> <p>G. <u>Campaigns/Events – Bike to Work Promo</u></p> <p>H. <u>Coordination with Napa County</u></p> <p>I. <u>College Coordination</u></p> <p><u>Call Center</u></p> <p>A. <u>Provide personalized assistance for traveling around Solano, Napa and neighboring counties</u></p> <p>B. <u>Provide information about transportation resources for seniors and people with disabilities</u></p> <p>C. <u>Process Regional Transit Connection Discount cards to qualified individuals with disabilities</u></p> <p>D. <u>Sell Clipper and Senior Clipper cards</u></p> <p>E. <u>Provide information regarding ADA certification</u></p> <p>F. <u>Provide information about and sell reduced-fare Taxi Scrip</u></p> <p>G. <u>Sell Bikelink cards</u></p> <p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. <u>Customer Service Program-Call Center, Display Racks, website/facebook</u></p> <p>B. <u>Vanpool Program</u></p> <p>C. <u>Employer Outreach/Support Program</u></p> <p>D. <u>Employer Commute Challenge Promotion</u></p>	STA	<p>MTC/RRP</p> <p>TFCA</p> <p>ECMAQ</p> <p><u>TFCA</u></p> <p><u>ECMAQ</u></p> <p><u>5310</u></p> <p><u>STAF</u></p>	<p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p>	<p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p> <p>✗</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>\$600,000</p> <p>700,000</p>	<p>Transit/SNCI</p> <p>Judy Leaks</p> <p>Debbie</p> <p>MeQuilkin</p> <p>Paulette</p> <p>Cooper</p> <p>Sean Hurley</p>
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		<p>E. Incentives Program F. Emergency Ride Home (ERH) Program G. Campaigns/Events—Bike to Work Promo H. Coordination with Napa County I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Continue to deliver overall rideshare services to Solano and Napa employers and general public ● Start 258 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. ● <u>Contract with a vanpool vendor to provide vehicles for new van starts.</u> ● <u>Administer the Napa Vanpool Subsidy Program.</u> ● Direct the Napa and Solano Employer Commute Challenges; <u>redesign/modify the Commute Challenges to increase efficiencies.</u> ● <u>Provide Assist-employers in Solano and Napa counties assistance to implement commute alternative programs like the with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI's Employer Program.</u> ● <u>Continue to implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program</u> ● <u>Redesign the Commuter Information website by changing the focus to employer assistance and vanpooling while incorporating general commuter information into Solano Mobility website.</u> ● <u>Coordinate efforts to implement a "Last-Mile Shuttle" from the Suisun City Amtrak Depot to a nearby business/work center.</u> ● <u>Incorporate Mobility Management calls (from seniors, people with disabilities, and low income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center.</u> ● <u>Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City.</u> 							
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	<ul style="list-style-type: none"> ● Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc <u>through surveys.</u> ● Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County ● Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school ● <u>Provide personalized assistance for traveling around Solano, Napa and neighboring counties</u> ● <u>Provide information about transportation resources for seniors and people with disabilities</u> ● <u>Process Regional Transit Connection Discount cards to qualified individuals with disabilities</u> ● <u>Sell Clipper and Senior Clipper cards</u> ● <u>Provide information regarding ADA certification</u> ● <u>Provide information about and sell reduced-fare Taxi Scrip</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Implemented Bike to Work campaign. There were 17-16 <u>Energizer Stations</u> in Solano County and 9-12 <u>stations</u> in Napa that nearly 800-700 <u>cyclists visited.</u> ● Completed the seventh-ninth <u>Solano Commute Challenge</u> with 40-27 <u>employers and 747-430 employees</u> participating; and the second-fourth <u>Napa Commute Challenge</u> with 24-19 <u>employees and 171-214 employee participants.</u> ● 27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported-supports <u>193 vanpools</u> ● Solano Community College has implemented initiated an effort to assess an increase in the student fees to provide a reduced fare transit pass for students. a pilot program to provide significantly reduced fare passes to students who use transit to get to the school. ● <u>Incorporated Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center.</u> 							
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**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)**

		<ul style="list-style-type: none"> Monitor project schedule and phasing plan for Vallejo Station. Assist Vallejo in effort to relocate post office to facilitate Phase 2 Phase I of the Maintenance Facility are funded. Support and market Vallejo ferry service Potential development of advisory committee Ongoing Coordination and Support <p><u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014 Provided feedback on WETA’s SRTP and Strategic Plan – 2016</p>		RTIP Funding Plan TBD					Liz Niedziela Philip Kamhi
STA Lead – Programs	3840.	<p>Countywide Traffic Model and Geographic Information System</p> <p>A. Develop 2040 network, land uses and projections consistent with Plan Bay Area B. Maintenance of Model, C. Approve Model User Agreements as submitted D. Periodically convene STA Model TAC D.E. <u>Update consultant contract and funding agreement with NVTA</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Convene Model TAC <u>new Activity-based Model prepared and ready for adoption and use</u> Adopt new traffic model. Perform validation counts <p><u>Milestones:</u></p> <ul style="list-style-type: none"> New Activity Based Model in April 2015. Conduct validation counts in spring of 2015 <u>conducted in spring 2015</u> <u>Model adoption in summer 2016</u> <p>ECD: Model update for Plan Bay Area consistency <u>end of</u> FY 2015-16.</p>	STA, NCTPA STA STA	Funded by OBAG	✘	X	\$150,000 \$24,000	Planning Robert Macaulay Ryan Dodge	

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

STA Lead – Programs	3941.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p>Status: Ongoing – 4,035-099 vehicles abated in FY 2013-142014-15, \$510,113377,823.25 distributed countywide, average cost per abatement, \$12692.</p>	STA	DMV	✗	X		FY 2013-14 2014-15 \$510,113377,823 countywide distribution	Projects/ Finance Judy Kowalsky
STA Lead – Planning	4042.	<p><u>New or Updated Countywide Plans</u></p> <p>Water Transportation Plan – new Airport surface access plan – new Safety and Adaptability Plan</p>	STA	OBAG STAF	✗	X			Planning/ Robert Macaulay Drew Hart Ryan Dodge
STA Lead - Planning	4143.	<p><u>Bay Trail Vine Trail Alignment StudyProject</u></p> <p>Status:</p> <ul style="list-style-type: none"> ● Consultant work completed ● Action by City of Vallejo pending Adopted Feasibility Study completed by STA ● <u>Seeking ATP funds to implement</u> <p>Milestones:</p> <ul style="list-style-type: none"> ● STA Board approval April 2015 ● Applications for implementation funding being prepared <p>ECD: May 20152016</p>	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	✗			\$100,000	Planning: Drew Hart

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
 (~~Pending STA Board Approval: June 10, 2015, 2016~~)

STA Lead Program	4244.	<p><u>Develop and Implement Title IV Program</u> Translation of Documents (Vital and Informational) Annual Monitoring Translator Services</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • <u>Title IV Plan Approved by Caltrans – COMPLETED</u> • <u>Add Title IV to websites, with complaint form – COMPLETED</u> • <u>Establish phone translation service - COMPLETED</u> • <u>Establish document translation service – COMPLETED</u> • <u>Translate Vital Documents – COMPLETED</u> • <u>Translate Informational Documents – ON-GOING</u> • <u>Annual Reporting – First Annual Report June 2015</u> <p>On-Going Requirement as STA directly receives FTA Funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • <u>Translation of Documents (Vital and Informational) - ongoing</u> • <u>Annual Monitoring - ongoing</u> • <u>Translator Services- ongoing</u> • <u>Title VI Plan 2017 Update – in Process</u> <p><u>EDC:</u></p> <ul style="list-style-type: none"> • <u>Title VI Plan 2017 Update – June 2017</u> 							<p><u>Agency Wide:</u> <u>Anthony Adams,</u> <u>Coordinator</u> <u>Liz Niedziela</u> <u>Judy Leaks</u> <u>Sarah Fitzgerald</u> <u>Robert Macaulay</u> <u>Janet Adams</u> <u>Johanna Masielat</u> <u>Philip Kamhi</u></p>
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**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)**

<p><u>STA Lead – Programs</u></p>	<p><u>435.</u></p>	<p><u>Consolidated Transportation Services Agency</u> <u>A. Design and Fund Develop Mobility Management Programs</u> <u>B. Non-Profit Coordination</u> <u>1. Partnership with non profits for one on one travel training (Independent Living Resource Center & Connections for Life)</u> <u>2. Partnership with non-profit to provide medical trips for seniors (Faith in Action)</u> <u>C. Current CTSA Programs</u> <u>3. Ambassador Program and Transit Training</u> <u>4. Mobility Management Website</u> <u>5. Solano Mobility Call Center</u> <u>6. Senior Safety Driver Program Information</u> <u>7. In-Person ADA Eligibility</u> <u>8. Faith in Action Volunteer Driver Program</u> <u>D. CTSA Work Plan</u> <u>E. Update Solano Transportation Study for Seniors, People with Disabilities and Low Income</u> <u>F. Explore and Assess Future Mobility Programs</u> <u>1. Vehicle Share Program for Non-Profit</u> <u>2. Golden Pass for Seniors</u> <u>3. Volunteer Driver Program</u> <u>4. Uber/Lyft Type Program</u> <u>Status:</u> ▪ <u>CTSA Designation through September 2017</u></p>	<p><u>STA</u></p>	<p><u>STAF/5310/OBAG</u></p>	<p><u>X</u></p>	<p><u>X</u></p>		<p><u>\$1,000,000</u></p>	<p><u>Transit Liz Niedziela</u></p>
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SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

		<p>Partnership with non-profits for one-on-one travel training (Independent Living Resource Center & Connections for Life)</p> <p>Partnership with non-profits to provide medical trips for seniors (Faith in Action)</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o <u>CTSA Designation (July 2013) – Completed</u> o <u>CTSA Work Plan (January 2016) - Completed</u> o <u>Contracts with Independent Living Resource Center and Connections 4 Life executed May 2015</u> o <u>Contract with Faith in Action executed July 2015</u> <p><u>Estimated Completion Date:</u></p> <p><u>CTSA Work Plan 2017 and 2018</u></p> <p><u>Update Solano Transportation Study for Seniors, People with Disabilities and Low Income June 2017</u></p>							
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SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
 (Pending STA Board Approval: June 10, 2015, 2016)

STA Lead – Programs	446.	Travel Safety Plan <u>Status:</u> <u>Plan updated and completed – next step to focus on Emergency Responder Plan in Coordination with Three Primary Hospitals</u> <u>Status Milestone:</u> <ul style="list-style-type: none"> ▪ Approved by STA Board January 2016 	STA		X				Planning Ryan Dodge
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DATE: May 2, 2016
TO: STA Board
FROM: 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 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 of 400 residents 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 58,410 residents with over 2,400 participants in the 3 town halls and STA has received 2,132 public comments as of April 15, 2016. This total amount of public participation exceeds STA's public involvement numbers for the past five years.

Attachment A shows the most recent summary of the issues identified in the public outreach. Overwhelmingly, the largest single category is concern about the maintenance of local streets (71%), followed by local street safety (39%) and then mobility for seniors and people with disabilities (28%), and trust and accountability (15%).

Of the 2,132 public comments received, 1,370 have provided contact information that allows STA and/or others to provide a reply. As of April 14, STA had replied to 1,190 comments (87%). STA has identified 532 with comments specific to issues in the county or one of the 7 cities. STA is responding to the remaining 13%.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Summary of Public Input and Responses

All Feedback

Category	Count	Percentage
Local Streets Maintenance	1,328	71%
Safety Improvement	733	39%
Mobility Seniors / Disabled	522	28%
Trust / Accountability	280	15%
Freeways and State Routes	250	13%
Local Road Issues	189	10%
No More Taxes	142	8%
Total Commenters	1,871	

Public Input Forwarded to Cities/County	1,805
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Benicia	198
Dixon	58
Fairfield	401
Rio Vista	129
Suisun City	95
Vacaville	269
Vallejo	603
Solano County	52

**Note: each individual comment may be sent to more than one agency*

Summary of CTP Outreach

Mail-Out Cards/Surveys	55,407
Community Meeting Presentation Participants - 28 meetings	542
Telephone Town Hall Call-in Participants	2,461
TOTAL OUTREACH (A+B+C)	58,410

Input Received

Mail-In Survey Cards	1,659
Letters	1
Phone Messages	67
E-mails	33
On-Line Survey	111
	subtotal 1,871
Live On-Air Questions and Comments	61
Community Meeting Participants Providing Comments	209
TOTAL COMMENTS (I+J+K)	2,141

Status of STA Replies to Public Input

Mail-in Cards	521
Letters	0
Phone Messages	14
E-mails	17
On-Line Survey	49
	subtotal 601
Call-in Participants	61
Community Meeting Participants	209
TOTAL RESPONSES (Q+R+S)	871

Public Input provided but no contact information provided

826



DATE: April 29, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: STA Planning Activities

Background:

The Regional Transportation Plan (RTP) is the primary planning and programming document for the Metropolitan Transportation Commission (MTC). The RTP also acts as the Sustainable Communities Strategy (SCS) for the Bay Area. The RTP/SCS is mandated to reduce greenhouse gas (GHG) emissions from cars and light trucks while also housing projected population growth. The last SCS, known as Plan Bay Area, was adopted in 2015. The update of Plan Bay Area must be adopted in 2017.

One of the primary funding programs in Plan Bay Area is the One Bay Area Grant (OBAG) program, which consists of block grants to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals. The OBAG 2 funds come from two federal sources; Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. As recipients of federal STP funds, both MTC and STA are mandated to undertake transportation planning activities.

Discussion:

STA performs a number of regional and local planning activities. Detailed quarterly reports are provided to MTC regarding the expenditure of STP funds, and the three most recent reports are provided as Attachment A. A list of the Planning activities performed by STA, funded by both STP and other sources, includes:

Regional

- Participates in MTC and ABAG Committees such as
 - RTP performance measures and equity working groups
 - Regional Model Working Group
 - Partnership Board TAC
 - Regional Advisory Working Group
 - MTC Planning and Programming and Allocations committees
- Bay Area CMA Planning Directors Meeting
- Active Transportation working group
- Plan Bay Area / OBAG Public Outreach meetings
- Capitol Corridor and WETA staff coordinating group meetings

Local

- Coordinates the monthly Solano County Planning Directors meeting.

- Staffs the Solano Model TAC and Land Use Committee
- Coordinated the development of Greenhouse Gas Emission Inventories and the development of Climate Action Plans, using grant funds from PG&E and the California Strategic Growth Council
- Managing the California Energy Commission EV Readiness Grant
- Manage the PDA consultant contract with Dyett-Bhatia for the cities of Benicia, Dixon and Rio Vista
- Developed the PCA Plan
- Developed the Vine Trail plan
- Prepared the Solano Rail Facilities Plan an Solano Rail Crossings Inventory
- Manages the clean air project funds for both the Bay Area and Yolo Solano Air Districts
- Prepares the bi-annual Congestion Management Program and review and provides CMA reviews and provides CMA related comments on general plan amendments and major projects.
- Updates and implements the Solano CTP
- Prepares and implements the Countywide Bicycle and Pedestrian Plans, and staff the Bicycle and Pedestrian Advisory Committees.
- Manage TDA Article 3 funds
- Assist member agencies in submitting applications for ATP and Cap and Trade grant applications
- CTP Public Outreach
- Plan Bay Area public outreach for Solano County

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC/CMA Interagency Agreement FHA – STP Funding Narrative Progress Report for FY 2015-16:
 - First Quarter: July 1, 2015 through September 30, 2015
 - Second Quarter: October 1 through December 31, 2015
 - Third Quarter: January 1 through March 31, 2016

**MTC/CMA INTERAGENCY AGREEMENT
FEDERAL HIGHWAY ADMINISTRATION – STP FUNDING
NARRATIVE PROGRESS REPORT**

FY 2015-16 FIRST QUARTER: July 1, 2015 through September 30, 2015

1. Implement the One Bay Area Grant (OBAG) Program in the County Progress:

On July 8, 2015, the STA Board voted to approve the 2015 Solano Rail Facilities Plan. This plan was funded with OBAG and STA funds, and addresses passenger and freight rail and rail safety issues in Solano County.

On September 9, 2015, the STA Board took the following actions:

- Approved the STA Bicycle Advisory Committee and Pedestrian Advisory Committee Overall Work Plans, and adopted the updated priority project list for each Committee's countywide plan.
- Authorize the Executive Director to negotiate and execute a six month extension with C.A.R.E. Evaluators for an amount not-to-exceed \$119,922 for in-person ADA eligibility evaluation.
- Authorize the Executive Director to amend the contract with HQE, Inc. for an amount not-to-exceed \$10,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project
- Approve a contract amendment of an amount to-to-exceed \$40,000 for the ARWS contract to complete the acquisitions and relocations for the Jepson Parkway Projects Phases I and II over the following 12 to 18 months
- Authorize the Executive Director to amend Quincy Engineering Project Management Contract by \$220,000 for Project Management for the Jepson Parkway Project and extend the contract to December 2018
- Approve a contract amendment for Mark Thomas & Co. in the not-to exceed amount of \$250,000, to provide engineering services during construction for the I-80/I-680/SR12 Interchange – Initial Construction Package
- Approve reprogramming of up to \$448,000 in CMAQ funds from Vacaville's Ulatis Creek Project, with approximately \$98,000 in CMAQ funds being programmed for Suisun City's Driftwood Dr. Project and \$350,000 in CMAQ funds being programmed for Vallejo's Downtown Streetscape Project
- Approved of the Build Alternative for the Redwood Parkway – Fairgrounds Drive Improvement Project and Certification of the Final Environmental Impact Report (EIR)

STA staff continues to participate in the Heart of Fairfield Plan Technical Advisory Committee meetings. The Heart of Fairfield Plan is a Priority Development Area (PDA) Plan, using OBAG funds allocated through the STA.

STA staff made 11 public presentations for the update of the Solano Comprehensive Transportation Plan during the time period covered by this report. Input on Solano residents' CTP priorities will also help inform future OBAG 2 project and program prioritization. All six of STA's OBAG-funded Priority Development or Priority Conservation Area plans continue to progress. The PCA consultant completed most mapping and text preparation, and began drafting the final plan for STA to review and adopt. Amongst the PDAs, the City of Fairfield has been most active, and an additional community meeting was held.

Next Quarter: During the second quarter of 2015-16, STA staff is scheduled to make additional community presentations to solicit input on projects and programs for inclusion in the update of Plan Bay Area and the Solano CTP.

Status: STA's OBAG I selection process has been completed, and is in the project implementation stage. STA is beginning to gather input for OBAG 2.

Products:

- A. OBAG Project Selection, including PDA Planning and PCA pilot projects.
- B. PDA Investment and Growth Strategy.
- C. PDA and PCA planning RFPs and contracts.

2. Project Monitoring and Delivery Progress:

STA staff actively meets with local project managers to coordinate local and regional project delivery and implementation actions. The STA's Project Delivery and Working Group (PDWG) met on July 16, August 18 and September 24, 2015 to discuss OBAG programming requirements and schedule.

On September 9, 2015, the STA Board took the following action:

- Approve the following programming of FY 2015-16 TDA Article 3 funding for the following projects:
 1. \$75,000 of TDA Article 3 funds for Countywide Safe Routes to School Program;
 2. \$30,000 of TDA Article 3 for funds Rio Vista's Highway 12 Crossing;
 3. \$128,659 of TDA Article 3 for funds Suisun City's Driftwood Drive; and
 4. \$103,000 of TDA Article 3 for funds Vacaville's Rocky Hills Trail

Next Quarter: STA will continue to coordinate with member agencies to deliver their transportation funded projects. In addition, STA staff anticipates working with member agencies to approve OneBay Area Grant (OBAG) projects for inclusion in the next Transportation Improvement Program (TIP) amendment.

Status: Ongoing staff support for project monitoring and delivery.

Products:

- A. Local Streets and Roads Project Delivery Schedules as part the STA Project Delivery Policies
- B. July 16, August 18 and September 24 2015 PDWG Agendas and Meeting Coordination.

3. Travel Forecast Model Requirements Progress:

The STA has selected Cambridge Systematics (CS) to prepare an activity-based update of the Solano-Napa Travel Demand Model. CS has continued to have trouble getting the Activity Based model to work, so STA and CS agreed to use an interim version of the Trip Based model while continuing to work on the Activity Model.

- On March 11, 2015, the STA Board approved a contract amendment for \$70,049 for traffic counts and validation of the Napa-Solano Activity-Based Travel Demand Model.
- In May, CS conducted traffic counts as selected Solano locations to use for both model validation and in preparation of the 2015 update of the Solano Congestion Management Program.
- In June, CS produced initial model run results for STA staff to review.

- Cambridge systematics is continuing to run model validation tests and compare model outputs two minimum performance standards established by MTC and Caltrans.

Next Quarter: STA Model TAC approval of the Activity Based Model.

Status: STA had been informed that ABAG may update employment projections for the base year of 2010. This may impact the validation of STA’s traffic model. Contract implementation is underway, and will be completed in 2016.

Products:

Updated Solano-Napa Travel Demand Model (activity-based).

4. Support Other Regional Planning and Programming Efforts Progress:

On July 8, 2015, the STA Board took the following action:

- Hosted presentations by Toshi Shepard-Ohta of MTC on the MLIP program and Dan McElhinney of Caltrans D4 on ramp metering, and approved the Solano Ramp Metering Plan.
- Authorize the Executive Director to release the RFQ for the Countywide ADA In-Person Eligibility Program
- Approve the Driftwood Drive Safe Routes to School project in Suisun City at the amount of \$108,076 for the FY 2015-16 Solano TFCA Program Manager Funds.
- Authorize the Executive Director to enter into an amendment to the agreement with Solano County Public Health to operate and deliver SR2S project and program tasks described in the SR2S budget and work scope for an amount not to exceed \$480,425 through Fiscal Year 2015-16 with the option to extend to FY 2016-17 for \$240,624.
- Authorize the Executive Director to enter into a contract with Napa County Transportation and Planning Agency (NCTPA) for managing and marketing the Napa County vanpool program for three (3) years for a total amount of \$43,750.
- Approved \$3.6 million for environmental mitigation for the Jepson Parkway and North Connector projects.
- Approve the \$738,000 of Regional Measure 2 (RM2) funding to be used in FY 2015-16 for Phase 2 of the Transit Corridor Study and for SolanoExpress service expansion on Routes 40, 78, 80 and 90

• STA staff assisted the City of Fairfield in submitting a Cap and Trade – AHSC application for the Fairfield Vacaville Train Station project, an MTC Resolution 3434 project. The application was selected to move into the second round of evaluation.

STA staff worked with Solano County and several cities to prepare a package of state Active Transportation Plan grant applications to both state and regional agencies. One of these projects is the Bay Trail/Vine Trail project listed above.

STA Planning staff chairs the CMA/MTC/ABAG monthly Planning Directors meeting, including agenda preparation, material distribution and coordination with regional agencies. Meetings were held in January, February and March of 2015.

Next Quarter: STA will continue to monitor the ABAG and MTC’s progress in implementing the Regional Transportation Plan and local RM2 funded projects.

Status: The Bay Trail Project and Napa Vine Trail alignment plan has been completed and is seeking funding. In ATP grant application was submitted for this project, but it was not awarded funds at either the state or regional level.

Products:

- A. CMA/MTC/ABAG monthly Planning Directors agendas
- B. Bay Trail Project and Napa Vine Trail alignment plan.

5. Develop Short and Long-Range Countywide Transportation Priorities to Support Regional Planning and Programming Efforts Progress:

The STA is currently updating the Solano Comprehensive Transportation Plan (CTP). The CTP is comprised of three elements: 1) Active Transportation Element, 2) Transit and Rideshare Element and 3) Arterials, Highways and Freeways Element. Each element has a policy subcommittee assigned from the STA Board to assist in its development. The Introduction and Land Use chapters were adopted previously, and the review of activities since the CTP's adoption in 2005 was approved in the third quarter. The Active Transportation Element was adopted in the first quarter of 2014. STA staff is now focused on the two remaining Elements, and the financial chapter.

- On February 11, 2015, the STA Board authorized the Executive Director to modify the existing agreement between STA and Elizabeth Richards consulting for an amount not-to-exceed \$17,000 for the performance of the Transit and Rideshare Element.
- On February 11, 2015, the STA Board adopted the Solano CTP Outreach Program for the fourth quarter of FY 15-15 and the first quarter of FY 15-16.
- STA has implemented a website dedicated to seeking public input for the Solano CTP update. It is located at <http://www.solano2040.org/>.
- State of the system reports have now been completed for both the arterials, highways, and freeways element and the transit and rideshare element. Goals for both elements are being updated at this time.

Next Quarter: The goal gap analysis for both elements will be prepared during the next quarter, as will a chapter on available resources to fund projects and programs. STA staff has been identifying potentially fund a bull projects and programs with member agencies and the public during its public outreach program.

The STA will conduct public outreach programs to a variety of community groups in the fourth quarter of 14-15 and the first quarter of FY 15-16.

Products:

Solano Comprehensive Transportation Plan.

6. CMA General Tasks Progress:

On April 15, 2015, the STA Board allocated \$220,000 to Solano-Napa Commuter Information carpool and vanpool support services. SNCI helps implement Plan Bay Area by assisting the two counties in reducing congestion and improving air quality by expanding the number of carpools and van pools. Support for STA ride matching services was identified as an STA priority in the Plan Bay Area call for projects and public outreach in 2011 and 2012. The STA Board also made appointments to the STA Pedestrian Advisory Committee (PAC) on this date, and provided additional funding for Safe Routes to Schools high school outreach and programming.

STA staff has monthly meetings with a Technical Advisory Committee (TAC), Solano Express Intercity Transit Consortium and Planning Director's Working Group to discuss current transportation planning and construction. The STA is a conduit for MTC and ABAG in addressing federal and State requirements. STA also facilitated a meeting with the Solano Planning Directors and JPC staff regarding JPC environmental and climate change efforts. This task is ongoing.

Next Quarter: STA staff will continue to work with each member agency to ensure project delivery and planning programs are completed efficiently and effectively.

Status: Ongoing

Products:

- A. Ongoing meeting agendas and support for each committee.
- B. Meeting agendas.

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**MTC/CMA INTERAGENCY AGREEMENT
FEDERAL HIGHWAY ADMINISTRATION – STP FUNDING
NARRATIVE PROGRESS REPORT**

FY 2015-16 SECOND QUARTER: October 1 through December 31, 2015

1. Implement the One Bay Area Grant (OBAG) Program in the County Progress:

The STA board met three times during the second quarter of fiscal year 15-16. The meeting dates for the STA board were October 14, 2015; November 4, 2015 (special meeting); and, December 9, 2015. At those three meetings, the STA Board took the following actions:

- Approve a transportation development act (TDA) resolution of support and coordinated claim.
- Expanded an extended contract for the Solano express bus corridor study
 - Authorize the Executive Director to execute a contract amendment with McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY2015-16 for an amount not-to-exceed \$58,750; and
 - Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services in FY2015-16 for an amount not-to-exceed \$99,750
- Released for public comment, and subsequently approved, the 2015 Solano congestion management program.
- Issued an RFQ and subsequently retained the services of a public outreach consultant. The consultants work will cover mailers and telephone town hall meetings related to the update of the Solano Comprehensive Transportation Plan (CTP). This outreach will also assist the STA board in identifying and prioritizing expenditures under OBAG 2.
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Status: STA's OBAG I selection process has been completed, and is in the project implementation stage. STA is beginning to gather input for OBAG 2.

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STA staff actively meets with local project managers to coordinate local and regional project delivery and implementation actions. The STA's Project Delivery and Working Group (PDWG) met on November 5 and December 10, 2015 to discuss OBAG programming requirements and schedule. As OBAG 1 funding com sport a conclusion, STA staff is pudding special emphasis on its work with the cities and county to ensure that all projects are delivered on time.

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Status: Ongoing staff support for project monitoring and delivery.

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STA is an active participant in the regional advanced mitigation program effort. At the end of 2015, STA began to host the RAMP advisory committee meetings, and expects to continue to do so in 2016.

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Status: The Bay Trail Project and Napa Vine Trail alignment plan has been completed and is seeking funding. In ATP grant application was submitted for this project, but it was not awarded funds at either the state or regional level.

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Status: Ongoing

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**MTC/CMA INTERAGENCY AGREEMENT
FEDERAL HIGHWAY ADMINISTRATION – STP FUNDING
NARRATIVE PROGRESS REPORT**

FY 2015-16 THIRD QUARTER: January 1 through March 31, 2016

1. Implement the One Bay Area Grant (OBAG) Program in the County Progress:

The STA board met three times during the second quarter of fiscal year 15-16. The meeting dates for the STA board were October 14, 2015; November 4, 2015 (special meeting); and, December 9, 2015. At those three meetings, the STA Board took the following actions:

- Approve a transportation development act (TDA) resolution of support and coordinated claim.
- Expanded an extended contract for the Solano express bus corridor study
 - Authorize the Executive Director to execute a contract amendment with McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY2015-16 for an amount not-to-exceed \$58,750; and
 - Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services in FY2015-16 for an amount not-to-exceed \$99,750
- Released for public comment, and subsequently approved, the 2015 Solano congestion management program.
- Issued an RFQ and subsequently retained the services of a public outreach consultant. The consultants work will cover mailers and telephone town hall meetings related to the update of the Solano Comprehensive Transportation Plan (CTP). This outreach will also assist the STA board in identifying and prioritizing expenditures under OBAG 2.
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DATE: May 5, 2016
TO: STA Board
FROM: Robert Guerrero, Senior Project Manager
RE: Regional Transportation Impact Fee (RTIF) Status

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent for the RTIF as part of the update to the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014 with a five year funding horizon of 2019. The RTIF officially became 2 years old during the month of February 2016 with a total of \$2.435 million collected for the following eligible transportation projects within their respective jurisdiction:

1. Jepson Parkway – Working Group District 1
2. Hwy 12/Church Road Project – Working Group District 2
3. Fairgrounds Drive – Working Group District 3
4. Green Valley Overcrossing – Working Group District 4
5. SR 113 Corridor – Working Group District 5
6. Benicia Bus Hub – Transit Working Group District 6
7. County Eligible Roads – County Unincorporated Working Group District 7

The eligible RTIF projects were selected and included in the 2014 RTIF Nexus Report, a requirement to calculate the maximum allowable fee that could be charged pursuant to the requirements of AB 1600. The original RTIF Nexus Report was approved on July 13, 2014 with the list of eligible projects and categories that were the result of several years of consensus building. Any project amendments and/or new projects considered for future RTIF funding require an update to the RTIF Nexus Report. The STA amended the RTIF Nexus Report on November 19, 2014 to include the Green Vallejo Overcrossing as part of Working Group District 5. This was the only amendment to the RTIF Nexus Report since the program began.

Discussion:

Five out of the seven RTIF projects are advancing and will be receiving a RTIF disbursement for eligible project expenditures based on the STA Board's approved funding disbursement on July 8, 2015 and on February 10, 2016. To date, a total disbursement of \$1.079 million has been completed for the Jepson Parkway, Green Valley Overcrossing, and Benicia Bus Hub Project. Attachment A provides a summary for the RTIF Program disbursement.

Additional funding RTIF requests for the Hwy 12/Church Road Project and the Fairgrounds Project are anticipated later this year. District 5 (SR 113 Corridor) and District 7 (County Unincorporated) have not initiated their eligible projects and will work with STA staff to have a Board approval for future funding requests. STA is requesting the RTIF funds collected in

District 5 and 7 be committed to a RTIF eligible project by December 2016. If these two RTIF districts opt not to identify a project that will give other potentially eligible project sponsors at least a year and half to accept the funds and deliver their project prior to the RTIF program being extended or lapse.

In addition, STA staff intends to work with the Planning Directors over the next two months to develop an updated RTIF revenue projections based on building permit activities anticipated in the next couple of years. Previous estimates were generous in expected building permit activities, particularly in Districts 3 and 4. This resulted in a higher projected estimate than actually received. Attachment B highlights the differences between the projected revenue versus the actual received in FY 2014-15.

A separate update will be provided to the June 2016 TAC meeting with the new RTIF projections and progress report on any updates to Working Group Districts 5 and 7.

Fiscal Impact:

None to the STA General Fund. Funding disbursements are from revenue collected for the Regional Transportation Impact Fee (RTIF) Program.

Recommendation:

Informational.

Attachments:

- A. RTIF Program Distribution Summary
- B. RTIF Program Forecast and Actual received

**RTIF District Disbursement Summary
4/27/2016**

Projects	Authorized Disbursement. Board Action July 8, 2015	Authorized Disbursement. Board Action Feb 10, 2016*	Total Authorized Disbursement	Revenue	Cumulative Disbursement Amount	Remaining RTIF Fund Balance
District 1 Jepson Corridor- Jepson Parkway Project	\$750,000	\$800,000	\$1,550,000	\$ 1,257,745.02	\$ 1,177,350.87	\$ 80,394.15
District 2 SR 12 Corridor- SR 12/Church Rd Intersection	\$ 44,244.00		\$44,244	\$ 66,906.08	\$ -	\$ 66,906.08
District 3 South County- Fairgrounds Drive	\$ 40,000.00		\$40,000	\$ 53,036.65	\$ -	\$ 53,036.65
District 4 Central County - Green Valley Overcrossing Project	\$ 475,701.00		\$475,701	\$ 640,198.99	\$ 445,000.00	\$ 195,198.99
District 5 SR 113 - SR 113 Corridor	-		\$0	\$ 173,809.05	\$ -	\$ 173,809.05
District 6 Transit (5%) - Benicia Bus Hub Project	\$ 87,848.00		\$87,848	\$ 121,760.88	\$ 32,127.64	\$ 89,633.24
District 7 County Road (5%) - TBD	-		\$0	\$ 121,760.88	\$ -	\$ 121,760.88
Total	\$1,397,793	\$800,000	\$2,197,793	\$ 2,435,217.54	\$ 1,678,293.52	\$ 756,924.02

*Approved for the entire balance collected for FY 2015-16, estimated at \$800k

Projects	Disbursement				Total Disbursement
	#1- 10/7/2015	#2 - 01/11/2016	#3-3/21/16	#4	
District 1 Jepson Corridor- Jepson Parkway Project	\$ 126,399.75	\$ 475,446.00		\$ 575,505.12	\$ 1,177,350.87
District 2 SR 12 Corridor- SR 12/Church Rd Intersection					\$ -
District 3 South County- Fairgrounds Drive					\$ -
District 4 Central County - Green Valley Overcrossing Project			\$ 445,000.00		\$ 445,000.00
District 5 SR 113 - SR 113 Corridor					\$ -
District 6 Transit (5%) - Benicia Bus Hub Project	\$ 32,127.64				\$ 32,127.64
District 7 County Road (5%) - TBD					\$ -

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FY 2014-15 to FY 2018-19 Revenue Forecast

Estimated Fee Revenue						
Fee Allocation	2015	2016	2017	2018	2019	Five-year Total
Returned to District 1	\$582,271	\$731,241	\$881,881	\$1,047,566	\$1,046,677	\$4,289,636
Returned to District 2	\$101,933	\$230,544	\$237,826	\$376,750	\$384,241	\$1,331,294
Returned to District 3	\$325,349	\$311,190	\$312,043	\$312,898	\$313,755	\$1,575,234
Returned to District 4	\$357,028	\$300,063	\$170,488	\$337,362	\$304,676	\$1,469,618
Returned to District 5	\$75,753	\$90,226	\$154,855	\$179,776	\$129,694	\$630,305
Dedicated to Transit	\$80,130	\$92,404	\$97,616	\$125,242	\$121,058	\$516,449
Dedicated to County Roads	\$80,130	\$92,404	\$97,616	\$125,242	\$121,058	\$516,449
Total	\$1,602,594	\$1,848,072	\$1,952,327	\$2,504,836	\$2,421,159	\$10,328,987

Notes:

- 1) 5% of all RTIF revenues are dedicated to County roads, and 5% are dedicated to transit projects. The Districts receive the remaining 90%.
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments.

RTIF Actual Revenue Received

	FY 2013-14 Carryover	FY 2014-15				FY 2014-15 Total	FY 2015-16		FY 2015-16 Total	GrandTotal
		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		1st Quarter	2nd Quarter		
RTIF Revenue for Eligible Projects	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 328,897.74	\$ 349,354.79	\$ 678,252.53	\$ 2,435,217.54
District 1 Jepson Corridor	\$ 281,633.54	\$ 63,665.84	\$ 117,272.34	\$ 161,121.67	\$ 243,381.88	\$ 585,441.73	\$ 164,796.81	\$ 225,872.93	\$ 390,669.75	\$ 1,257,745.02
District 2 SR 12 Corridor	\$ 27,761.55	\$ 5,693.30	\$ 5,672.91	\$ -	\$ 5,116.05	\$ 16,482.26	\$ 3,281.04	\$ 19,381.23	\$ 22,662.27	\$ 66,906.08
District 3 South County	\$ 4,492.56	\$ 2,672.80	\$ 11,182.44	\$ 3,000.28	\$ 20,166.78	\$ 37,022.30	\$ 7,663.57	\$ 3,858.22	\$ 11,521.80	\$ 53,036.65
District 4 Central County	\$ 30,429.00	\$ 10,563.71	\$ 91,384.02	\$ 305,642.30	\$ 37,681.92	\$ 445,271.95	\$ 99,449.45	\$ 65,048.59	\$ 164,498.05	\$ 640,198.99
District 5 SR 113	\$ -	\$ 23,659.50	\$ 15,367.97	\$ 55,757.00	\$ 57,949.16	\$ 152,733.62	\$ 20,817.09	\$ 258.34	\$ 21,075.43	\$ 173,809.05
District 6 Transit (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 33,912.63	\$ 121,760.88
District 7 County Road (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 33,912.63	\$ 121,760.88
Total:	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 328,897.74	\$ 349,354.79	\$ 678,252.53	\$ 2,435,217.54



DATE: April 29, 2016
 TO: STA Board
 FROM: Drew Hart, Associate Planner
 RE: Bicycle and Pedestrian Priority Project Funding

Background:

The Solano Transportation Authority (STA) administers the Countywide Bicycle and Pedestrian Transportation Plans that identify and plan for the implementation of countywide bicycle and pedestrian transportation projects.

The Bicycle Priority Projects List and Pedestrian Priority Project List are developed through a collaborative effort between the Bicycle Advisory Committee and Pedestrian Advisory Committee (BAC or PAC), STA staff, and public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level. This list informs funding strategies using discretionary funding sources such as TDA Article 3 funds and funds from the Air District.

As a result of this prioritization and update process, the 7 Cities and County have been successful in delivering several priority bicycle projects over the past several years.

Projects funded in 2014:

<i>Project</i>	<i>TDA Article 3</i>	<i>Air District</i>	<i>Total Project Cost</i>
<i>Rio Vista – Waterfront Promenade Phase 2</i>	\$450,000	\$0	\$511,000
<i>Dixon – West B Street Undercrossing</i>	\$340,000	\$0	\$7,115,000
<i>STA – Bicycle and pedestrian automated counters</i>	\$10,000	\$0	\$30,000
<i>Suisun City – Train Station Improvements</i>	\$35,000	\$2,000	\$854,541

Projects funded in 2015:

<i>Project</i>	<i>TDA Article 3</i>	<i>Air District</i>	<i>Total Project Cost</i>
<i>Rio Vista – Highway 12 Crossing</i>	\$30,000	\$70,330	\$230,330
<i>Suisun City – Driftwood Drive</i>	\$128,659	\$108,076	\$732,664
<i>STA – Safe Routes to School</i>	\$75,000	\$56,000	\$2,185,900
<i>Vacaville – Rocky Hill Trail</i>	\$103,000	\$52,358	\$230,358

Discussion:

The process for updating the Priority Project Lists involves STA staff beginning with the previously adopted lists, eliminating completed projects, consulting with the various agencies on their current priorities, and finally identify those projects that are most ready for construction. These are listed as either Tier 1 or Tier 2. All other projects fall to a list of other envisioned projects. In general, STA staff used the following as guidelines to assign projects to either Tier 1 or Tier 2:

- Tier 1 projects are those that have a nearly complete funding plan and have environmental approval, or is identified by the community or staff as an immediate need.
- Tier 2 projects have been identified as an emerging priority. These projects have often been initiated by either a feasibility study, or have begun environmental review process, but has not yet reached Tier 1 status.

The BAC and PAC will use these lists of recommendations to discuss, amend, and recommend the Bicycle and Pedestrian Priority Projects List for fiscal year 2016-2017. This list will be recommended to the STA TAC and Board for approval. BAC and PAC members are working with agency Project Delivery Working Group and TAC members to identify agency priority projects.

This iterative process of creating priority lists will help STA staff prepare funding strategies using the following sources:

- TDA Article 3
- Air District Funds
- One Bay Area Grant Cycle 2 (OBAG 2)

It is worth noting the timeliness of this opportunity. OBAG funding is on a 5 year cycle with OBAG 2 funding scheduled to be awarded by the STA Board in December 2016. This is a chance to survey the projects on the horizon, and establish an updated comprehensive funding strategy. Projects with smaller needs will be paired up with smaller funding programs which occur more regularly funds like TDA 3 or funds from the air districts. A few larger projects could be identified to be funded by OBAG 2.

It is also relevant to point out that TDA Article 3 funds can be banked from year to year. If a project with a larger need is identified a few years out, the BAC and the PAC can recommend rolling over funds in order to fully fund a larger more significant bike or pedestrian project.

Recommendation:

Informational.



DATE: April 29, 2016
 TO: STA Board
 FROM: Ryan Dodge, Associate Planner
 RE: Automated Bicycle and Pedestrian Counters One-Year Summary Report

Background:

The STA purchased eight portable automated counters (four bicycle and four pedestrian) in March, 2015 for the purpose of collecting continuous volume count data throughout Solano County and the seven cities.

Volume count data will be collected and used primarily for competitive grant applications, to collect before-data for funded projects, to collect after-data to help evaluate the effectiveness of implemented projects, and to assist the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC) in prioritizing future projects. Counters are available for use on a first-come-first-serve basis (see Attachment A. STA Automated Counter User Agreement).

Discussion:

Solano Transportation Authority (STA) staff has coordinated the installation of automated counters at four locations (two short-term and two continuous) and has counted a total of over 70,000* people walking, biking, or rolling the past two years:

Location	Location Detail	Data Collection Purpose	Year	Count Data Days	Ped ADT*	Bike ADT*	Ped / Bike ADT*
Suisun City	McCoy Creek Path, at Central County Bikeway	ATP grant application	2015	366	n/a	n/a	103
Vallejo	Bay Trail, between B and Hichborn Streets	ATP grant application	2015	366	n/a	n/a	98
County	Suisun Valley Parkway, south of Rockville Road	ATP grant application	2015	9	n/a	49	n/a
Vacaville	East Main Street, between McClellan and Wilson Streets	economic redevelopment project	2016	17	37	15	52

** Reported volume counts are raw data (not validated). ADT = Average Daily Traffic*

Additionally, four counters were loaned to the Napa Valley Transportation Authority (NVTA) for use in September 2015 to collect data that contributed to the National Bicycle and Pedestrian Documentation Project (see <http://bikepeddocumentation.org/>).

Recommendation:

Informational.

Attachments:

- A. STA Automated Counter User Agreement
- B. STA Automated Bicycle and Pedestrian Counter Site Selection Policy

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Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

**AUTOMATED BICYCLE AND PEDESTRIAN COUNTER
USER AGREEMENT**

Agency: _____

Name: _____

Position: _____

Email: _____

Office Phone: _____

Cell Phone (work or personal): _____

Signature: _____

Date Signed: _____

Manager/Supervisor's Name: _____

Manager/Supervisor's Position: _____

By signing above, User agrees to adhere to the STA Automated Bicycle Counter User Guide and to the STA Automated Pedestrian Counter User Guide and handle equipment with care during transport, installation, use, and removal so as to limit damage and to ensure operational functionality for the entire capital lifespan of the equipment. Damaged or missing equipment shall be reported to the STA as soon as practicable. User agrees to assume responsibility for repair or replacement of parts and equipment while in their possession, under their supervision, and/or due to improperly securing equipment against theft and tampering.

If a dispute should arise relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the STA TAC. Final resolution of disputes will be determined by the STA Board of Directors.

Please return signed form to Ryan Dodge at rdodg@sta.ca.gov.



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Email: info@sta.ca.gov ♦ Website: sta.ca.gov

Solano Transportation Authority (STA) Automated Bicycle and Pedestrian Counter Site Selection Policy

The STA owns and operates eight portable automated counters (four pneumatic tube bicycle counters and four passive infrared pedestrian/bicycle/people counters). The STA, Solano County, and the seven member cities within Solano County have priority over requests from outside agencies and stakeholders, in case of time or resource conflict.

The STA will prioritize requests to use automated counters to collect bicycle and/or pedestrian volume data based on the following criteria:

Priority 1: Grant Funding Opportunities (Applications).

Proposed projects seeking competitive grant funds, including but not limited to grants from the Active Transportation Program (ATP), Bay Area Air Quality Management District (BAAQMD), and Yolo-Solano Air Quality Management District (YSAQMD).

Priority 2: Before-Data (Funded Projects and Studies).

Projects with secured implementation-funding (grant or otherwise), and funded studies, for data collection prior to (potential) project implementation.

Priority 3: After-Data to Supplement Before-Data.

Implemented projects that previously used automated counters to collect before-project volume data.

Priority 4: Priority Projects.

Planned projects that have been prioritized through: approved plans; by the STA Bicycle Advisory Committee (BAC); by the STA Pedestrian Advisory Committee (PAC); within a Priority Conservation Area (PCA); and/or within a Priority Development Area (PDA).

Priority 5: All Other Projects and Purposes.

Proposed projects under review by the STA Bicycle Advisory Committee (BAC) and by the STA Pedestrian Advisory Committee (PAC) in order to determine priority projects for planning and funding purposes. STA will also accept requests to use automated counters for purposes not described above, or for use by other jurisdictions such as a neighboring Congestion Management Agency (CMA), on a case-by-case basis.



DATE: April 29, 2016
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program – Solano Funding

Background:

The Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 as well as a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. The YSAQMD is responsible for administering the grant program; however, the YSAQMD and the STA created a screening committee to make recommendations on projects in Solano County.

The Solano County communities eligible for YSAQMD Funds are the cities of Dixon, Rio Vista and Vacaville, and the eastern half of unincorporated Solano County.

Applications are distributed and collected by the YSAQMD for both Solano and Yolo county projects. STA and YSAQMD staff review the applications for Solano County projects and, together, the staff from both agencies make a recommendation to a screening committee. The screening committee recommendations in turn are forwarded to the full YSAQMD Board for final action.

Discussion:

In prior years, the typical amount of YSQMD Clean Air funds available to the Solano portion of the air district ranged between \$300,000 to \$450,000. This year a total of \$332,000 is available for programming with over \$407,000 requested for funding.

The table attached lists the funding requested, total project costs, and recommended funding amounts from STA and YSAQMD staff.

After deliberation through a joint review of STA and YSAQMD staff, Attachment A provides a summary of the projects and recommendations. These recommendations reflect an effort to accommodate the most impactful projects with the limited funding available that fit the priorities of each agency.

In the case of Rio Vista's Bicycle and Pedestrian Master Plan, staff is recommending a different funding source. Transportation Development Act (TDA) Article 3 is a funding source which aims to build bicycle and pedestrian infrastructure and can, on occasion, be used for planning efforts. Staff will recommend this plan be funded through TDA Article 3 funds.

The YSAQMD Project Assessment Committee met on April 25. The Committee received presentations from all of the project applicants. The Committee forwarded to the full YSAQMD the funding recommendations shown in Attachment A. The YSAQMD Board will meet on June 8, 2016 to make a final funding decision.

Fiscal Impact:

The YSAQMD will allocate an estimated \$332,000 in Clean Air Funds towards clean air projects recommended by the Clean Air Committee.

Recommendation:

Informational.

Attachment:

A. STA/ YSAQMD Clean Air Funds FY 2016-17 Recommendations-Solano Projects

Yolo-Solano AQMD
Clean Air Funds Applications 2016
Solano County

CLEAN TECHNOLOGIES/ LOW EMISSION VEHICLES			
	Applicant	Project	Funding Recommended
1	Dixon, City of	Dixon Wastewater Treatment Division Utility Vehicle Replacement	\$13,953.00
2	Dixon, City of	Dixon Wastewater Treatment Division Utility Vehicle Replacement	\$13,953.00
3	Rio Vista, City of	Truck Replacement Grant	\$0.00
SUB TOTAL			\$27,906.00

ALTERNATIVE TRANSPORTATION			
	Applicant	Project	Funding Recommended
4	Rio Vista, City of	Bicycle & Pedestrian Master Plan	\$0.00
5	Solano County	Hartley Rd. Safety Improvement Project	\$66,554.00
6	Solano County	Dixon Ave. West Safety Improvement Project	\$54,050.00
7	STA	Eastern Solano County Commuter Benefits Program	\$75,000.00
SUB TOTAL			\$195,604.00

*Recommended for TDA
Article 3 Funding

TRANSIT SERVICES			
	Applicant	Project	Funding Recommended
	N/A	N/A	
SUB TOTAL			

PUBLIC EDUCATION/ INFORMATION			
	Applicant	Project	Funding Recommended
8	Breathe California	Public Transit Education Program - Solano County	\$16,222.00
9	STA	Safe Routes to School	\$52,268.00
10	STA	Solano Bike Map & Wayfinding Signage	\$40,000.00
SUB TOTAL			\$108,490.00

TOTAL **\$332,000.00**

Total Available

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DATE: May 2, 2016
 TO: STA Board
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	To be determined.
State			
1.	Active Transportation Program	\$240 million	June 15, 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

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

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

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

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

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or dhart@sta.ca.gov for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Active Transportation Program (ATP)	Drew Hart STA (707) 399-3214	June 15, 2016	\$240 million	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	N/A	http://www.catc.ca.gov/programs/ATP.htm



DATE: May 5, 2016
TO: STA Board
FROM: Johanna Masiolat, 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 17	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