



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

*Solano Transportation Authority
... working for you!*

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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

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

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)	
A. OBAG 1 Update	Anthony Adams
5. CONSENT CALENDAR <u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of March 30, 2016 <u>Recommendation:</u> Approve TAC Meeting Minutes of March 30, 2016. Pg. 5	Johanna Masiclat
B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Chapter Policies <u>Recommendation:</u> Forward a recommendation to the STA Board to approve the Transit and Rideshare Element Policies Chapter provided as Attachment A. Pg. 11	Robert Macaulay

TAC MEMBERS

Graham Wadsworth	Joe Leach	George Hicks	Dave Melilli	Tim McSorley	Shawn Cunningham	David Kleinschmidt	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

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

Anthony Adams

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.

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6. ACTION FINANCIAL ITEMS

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

Daryl Halls
Susan Furtado

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.

(1:50 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer

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*

(2:00 – 2:05 p.m.)

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

Anthony Adams

Recommendation:

Forward a recommendation to the STA Board to recommend the Solano County Board of Supervisors accept the Maintenance of Effort Policy for Local Streets and Roads funding.

(2:05 – 2:15 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

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

Daryl Halls

(2:15 – 2:20 p.m.)

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- | | |
|---|-----------------|
| B. Comprehensive Transportation Plan (CTP) Public Outreach Update
(2:20 – 2:25 p.m.)
Pg. 121 | Robert Macaulay |
| C. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways Goal Gap Analysis
(2:25 – 2:30 p.m.)
Pg. 123 | Robert Macaulay |
| D. Regional Transportation Plan (RTP) Project Assessment
(2:30 – 2:35 p.m.)
Pg. 133 | Robert Macaulay |
| E. Status of STA Planning Activities
(2:35 – 2:40 p.m.)
Pg. 151 | Robert Macaulay |
| F. Regional Transportation Impact Fee (RTIF) Update
(2:40 – 2:45 p.m.)
Pg. 153 | Robert Guerrero |
| G. Bicycle and Pedestrian Priority Projects Funding
(2:45 – 2:50 p.m.)
Pg. 159 | Drew Hart |
| H. Bike/Ped Counter One Year Summary Report
(2:50 – 2:55 p.m.)
Pg. 161 | Ryan Dodge |

NO DISCUSSION

- | | |
|--|------------------|
| I. Summary of Funding Opportunities
Pg. 165 | Drew Hart |
| J. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 169 | Johanna Masiclat |
| K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016
Pg. 179 | Johanna Masiclat |

9. UPCOMING TAC AGENDA ITEMS

May 2016

- A. Approval of STA’s Overall Work Plan (OWP) for FY 2016-17 and FY 2017-18
- B. Priority Conservation Areas (PCA) Plan
- C. CTP Public Input Update
- D. Status of STA Programming and Project Delivery Activities
- E. Development of Alternative Fuels Policy for SolanoExpress Buses

June 2016

- A. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- B. Approval of 2016 SolanoExpress Marketing Plan
- C. SR 37 Corridor Update
- D. Update on Five Priority Development Areas (PDAs) Studies
- E. Solano Mobility Program Update

July 2016

- A. Safe Routes to School (SR2S) Program Update
- B. Solano Annual Pothole Report – 2015-16

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, May 25, 2016.**



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

1. CALL TO ORDER

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

TAC Members Present:

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

TAC Members Absent:

Tim McSorley	City of Suisun City
David Kleinschmidt	City of Vallejo

STA Staff and Others
Present:

(In Alphabetical Order by Last Name)

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

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

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

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

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

Presented by: Dan Marks, Management Partners

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

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

Presented by: George Hicks, City of Fairfield

5. CONSENT CALENDAR

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

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

Recommendation:

Approve TAC Meeting Minutes of February 24, 2016.

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

Recommendation:

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

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

Recommendation:

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

D. Regional Measure 2 SolanoExpress Funding

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

- A. **None.**

7. ACTION NON FINANCIAL ITEMS

A. **Strategic Projects Online Tracking (SPOT) Solano**

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

Recommendation:

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

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

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

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

Recommendation:

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

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

C. **Legislative Update**

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

Recommendation:

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

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

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

8. INFORMATIONAL – DISCUSSION

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

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

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

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

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

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

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

D. Project Delivery Update

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

NO DISCUSSION ITEMS

E. Summary of Funding Opportunities

F. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

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

10. ADJOURNMENT

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

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

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DATE: April 13, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element
Chapter Policies

Background:

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

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

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

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

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

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

- Intercity bus service, primarily called Solano Express and delivered by Fairfield and Suisun Transit (FAST) and Solano Transit (Soltrans)
- Intercity rail provided by the Capitol Corridor
- Ferry service provided by San Francisco Bay Ferry (formerly WETA)

- Vanpools and carpools coordinated and tracked by STA’s Solano Napa Commuter Information program
- Paratransit and Mobility Management services

The State of the System, Goals and Goal Gap Analysis have been approved by the STA Board.

Discussion:

Policies are specific action statements that implement Goals. Policies contained clear action words such as shall, will, assign or invest. When STA staff make recommendations to committees or the board, those recommendations will be guided by the policies in this element.

The updated Transit and Rideshare Element policies are provided as attachment A. The format is the same as used in the active transportation element. First, the specific policy is shown in bold text. Policies are usually 1 to 3 sentence. Following the policy, a discussion of the purpose and meaning of the policy is provided. This discussion may run for several paragraphs. Finally, a list of the goals that are advanced by the policy is provided. This includes identifying Transit and Rideshare goals that advance the Goals of other Elements of the Solano CTP.

This item was presented to the Transit and Rideshare Committee on March 28, 2016, and to the Consortium on March 29, 2016. All comments received since those meetings have been incorporated into the Policies chapter provided as Attachment A.

Both the Committee and Consortium discussed Policy 6 regarding transit system consolidation and coordination. Based upon the direction of the Committee, an additional sentence was added, and is underlined blow

T&R Policy 6 – STA will be prepared to offer assistance to any local transit providers who wish to pursue consolidation and improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and improved coordination and efficiency.

Consortium members expressed some concern about this policy, but as of the date of this staff report have not recommended any alternative language.

STA staff is now drafting Performance Measures and Milestones for the Goals.

- Performance measures are the ‘units of measure’ for policy implementation. For example, if a goal is to increase the percentage of residents using transit faster than the rate of population growth, the performance measures would be percentage of trips using transit, population growth and economic growth.
- Milestones are specific occurrences. For example, if a policy is to provide annual reports on the performance of the express bus system, a milestone would be delivery of the annual report to the STA Board

These will be provided in draft form to both the Transit and Rideshare Committee and the Consortium at their May meetings.

Fiscal Impact:

None.

Recommendation:

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

Attachment:

- A. CTP – Updated Transit and Rideshare Element Policies Chapter

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T&R Policy 1 – STA will continue to focus its investments in maintaining [Grab your reader’s attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.

Discussion – These two aspects of the transit and rideshare system carry by far the largest proportion of Solano’s transit users. In fiscal year 2013 – 2014, SolanoExpress had more than 1.1 million passenger trips. In FY 2014 – 2015, that number had increased 1.3% to 1.2 million riders. During the same comparable time period, carpools and vanpools carried a ridership equivalent to 8 million.

Most SolanoExpress riders board or disembark from a bus at one of the major transit centers: namely, Curtola Park and Ride and Vallejo waterfront centers, the Fairfield Transportation Center or the Vacaville Transportation Center. All four of these facilities are located in or immediately adjacent to Priority Development Areas (PDAs). This co-location directly supports the continued and expanded use of these transit centers for long distance commutes within or out of Solano County, making it easy for riders to access the transit centers with minimal use of an automobile. This is particularly important because of the reluctance of people to switch modes of travel.

Park and ride lots are located both within and away from PDAs. This takes advantage of the greater schedule and social flexibility provided by carpools and vanpools.

This Policy helps implement Goals 1 and 1.a, 6, 9, 9.b, 9.c, 13.a, 14, 15, 16 and 10.

T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and San Francisco Bay Ferry (formerly the Water Emergency Transportation Agency) ferry service.

Discussion – The other primary alternatives for commuters to driving alone within and out of Solano County are the ferry and rail service. These two systems combined carried more than 960,000 passengers during the last reported year, with approximately 20% of the trips on the Capitol Corridor and 80% on the ferry system. The greatest advantage that these systems have is that they do not rely upon the regional roadway network, which is subject to frequent impacts from traffic congestion.

An additional benefit of these regional transit providers is the significant reduction in per-capita emissions of air pollutants, especially greenhouse gases (GHGs), which occurs when these vehicles operate at or near capacity. If passengers can walk, bicycle or take transit to the stops for these services, the congestion and air emission benefits are multiplied even further.

There are currently two Solano stops for regional transit: the Suisun City / Fairfield Capitol Corridor station and the Vallejo ferry terminal. A second Capitol Corridor train station is under construction and will open in 2017, serving Eastern Fairfield and Vacaville. All three of the stations are located in existing PDAs.

This Policy helps implement Goals 1 and 1.a, 2, 5, 6, 10, 13, 16 and 18.

T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.

Discussion – Seniors and people with disabilities have some of the most significant transportation challenges in Solano County. At the same time, they also have some of the most limited resources to meet those challenges. Solano mobility management is a series of programs designed to help these individuals participate in the economic and social life. The best outcome of mobility management programs is to provide seniors and people with disability freedom and independence of movement within and outside of Solano County. Programs such as transit ambassador and trip information can do exactly this.

Other mobility management programs may be ongoing for their recipients. Taxi scrip programs are one example of this sort of ongoing support. While mobility management may not provide as many trips as express bus or carpooling, and therefore has less of an impact on traffic congestion and air pollution, it does fill a critical gap in the Solano county transit system.

This Policy helps implement Goals 4, 4.a, 4.b, 5, 7, 8, 9.d, 12 and 17.

T&R Policy 4 – Use the SolanoExpress Intercity Transit Consortium as the primary means for coordinating SolanoExpress and local transit services at a staff level. Use the CTSA, Solano Seniors and People with Disabilities Committee and the Paratransit Coordinating Council as the primary means of discussion and coordination at a policy-maker level. Participate in CCJPA, San Francisco Bay Ferry and other working groups to identify and address coordination of local transit services with regional providers at a staff level.

Discussion – There are four main steps identified in this policy. First and foremost, STA will to continue to host the SolanoExpress Intercity Transit Consortium. This monthly forum provides the best opportunity to identify and deal with financing equipment and other major operational issues regarding intercity transit buses. As also served as a forum for dealing with any issues related to the interface between intercity and local transit.

The second item is to maintain staff liaison with all of the regional transit providers with whom STA or other local agencies interact. An example of this is STA staffs continue to participation in the Capitol Corridor staff working group meetings. This allows STA staff to be aware early on of issues being dealt with by Capitol Corridor staff, and to inform Capitol Corridor of issues that exist in Solano County. A similar level of direct and frequent staff to staff contact exists between STA and Soltrans, and a regular attendance at monthly San Francisco Bay Ferry meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and San Francisco Bay Ferry ferry boats are also hubs for local transit, the local transit providers - Soltrans and FAST – are able to see and immediately respond to any change in service times made by the regional transit providers.

The third item is for STA to continue to implement the intercity transit funding agreement, whereby the transit providers in Solano County pool and then share out resources needed to provide intercity transit. This is combined with STA’s funding of marketing for the Solano express routes.

The fourth and final item is to assist local jurisdictions in preparing and updating SRTPs. Federal statutes require that the MTC, in partnership with the state and with local agencies, develop and periodically

update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. The SRTP develops a coordinated investment plan for the five major fixed-route and paratransit providers in Solano County – specifically SolTrans, FAST, Vacaville City Coach, Dixon Redit-Ride, and Rio Vista Delta Breeze. The SRTP develops a set of consistent operator objectives, goals, measures, and standards, as well as service and capital investment plans for each operator.

This Policy helps implement Goals 2, 3, 4, 4.a, 4.b, 4.c, 7, 8 and 12.

T&R Policy 5 – STA will assign staff to actively monitor MTC activities to implement electronic toll collection, and will seek early implementation of electronic toll collection for all intercity transit providers.

Discussion – Electronic fare collection increases the convenience of transit use to riders, eases the collection of some ridership data, and can result in better fare collection. A common form of fare collection across the region makes it easier for transit users to shift modes or system providers.

Solano County is not likely to be the leader in adopting some form of electronic fare collection. The technical support staff and capital expenditure for leading such a program is beyond Solano County transit providers’ resources. By actively monitor and partnering with regional providers such as MTC, Solano County can be prepared to be an early adopter of such systems.

This Policy helps implement Goal 3.

T&R Policy 6 – STA will be prepared to offer assistance to any local transit providers who wish to pursue consolidation and/or improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and/or improved coordination and efficiency.

Discussion - STA helped provide legal, consultant, management and financial assistance to the Vallejo Transit and Benicia Breeze transit services when they merged in 2010. This merger has led to improved service delivery, greater efficiency and financial stability for both communities’ transit service, and for Solano Express buses operated by Soltrans. The past two years, STA has provided transit finance and service planning assistance to Rio Vista’s Delta Breeze. The STA does not have a policy to require or encourage further consolidation of local or Express transit providers in Solano County, but is ready and available to support any local jurisdictions that request such help.

This Policy helps implement Goals 3.a and 3.b.

T&R Policy 7 – STA’s Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers in order to help fill the “first mile/last mile” gap. STA will support the purchase of

Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County

Discussion - One of the obstacles to the use of bus, rail and ferry transit is the gap at the start of the trip between home and the transit center, and the corresponding gap at the end of the trip between the transit center and the final destination. If the 'gap' is too substantial of an obstacle, transit users will drive to the transit center (increasing congestion and air pollution, and requiring parking at the station), or will drive solo to their destination.

For Solano commute trips, the rail and ferry stops at the destination are fixed and unchangeable. Bus destinations may have some flexibility, but most (such as BART stations) are also fixed. STA policies and investments cannot change this 'last mile' gap. The 'first mile,' however, is much more within Solano jurisdictions' control.

One way to help fill the first mile gap is to reduce its size, i.e. to help people who want to use transit have an opportunity to live near a transit stop. The PDA program and several state Cap and Trade grant programs help support local land use decisions that encourage the placement of residences near major transit stops.

The other way to fill the gap is to make movement for bicyclists and pedestrians within it more convenient. STA's Safe Routes to Transit (SR2T) plan addresses access issues in close proximity to transit stops (and finds that the most dangerous spot is where pedestrians cross a public street). Because the Countywide Bicycle and Countywide Pedestrian plans are developed with input from the bicycling and walking communities, they are the best place to address ease and safety of use for these modes near transit centers.

In addition, STA works with regional transit providers and local jurisdictions to provide additional secure bike storage facilities at their local terminals. This also helps improve the convenience of using bicycles to access the transit system.

The access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes this Policy supportive of multiple Solano CTP elements.

This Policy helps implement Goals 1, 1.a, 2, 5 and 10.

T&R Policy 8 – Require transit providers receiving funds administered by STA to submit performance reports. At a minimum, these reports will include farebox recovery, total ridership, on-time performance and surveyed passenger satisfaction.

Discussion – The minimum data needed by SolanoExpress decision makers on the effectiveness of the system consists of farebox recovery, total ridership, on-time performance and passenger satisfaction. There are additional data that are traditionally gathered, and those efforts should also continue.

An annual report of this data will not only provide a snapshot in time as to system performance, but also allow changes over time to be seen and used to measure system performance and the effectiveness of the investment decisions made by the STA Board and the operators of SolanoExpress bus systems.

An example of the effectiveness of this approach is seen in the Capitol Corridor's decade-long systematic improvement. Ridership surveys of Capitol Corridor and other train passengers showed that passengers

most valued a system that was convenient to their origin and destination, and had frequent and reliable service. While station locations were relatively fixed (few opportunities exist for new or relocated stations) and passenger train frequency is largely dictated by freight rail schedules, the Capitol Corridor could make investments that improved on-time performance and reduced operating cost. As a result of this focus on measuring and reporting on performance, and making investments that impact performance, the Capitol Corridor is, as of early 2016, number one in on time performance, number three in ridership and number three in overall customer satisfaction in the entire Amtrak System.

Some of the data, such as on-time performance and farebox recovery, can be reported on to the Consortium on a quarterly basis, and to the STA Board on an annual basis. Other data that takes time and expense to gather, such as passenger satisfaction, only needs to be gathered and reported on a two- to three-year cycle.

This Policy helps implement Goals 6, 7, 17, 17.a and 17.b.

T&R Policy 9 – STA shall not adopt policies that exclude private providers from offering or providing transit services as long as they do not interfere with the provision of public transit, and shall seek to ensure that policies requiring private providers to pay for use of public facilities are reasonable related to the burden borne by those public facilities.

Discussion – Private transit providers can come in a variety of forms, as outlined in the Transit and Rideshare State of the System report. These providers can deliver important supplements to the public mass transit system; supplements that are usually focused on as narrow portion of the transit-using public. By accommodating these private providers, and seeking only to cover costs reasonably associated with their use of public facilities, the publically-available mass transit system can more effectively focus on the general transit-using population.

This Policy helps implement Goals 6 and 8.

T&R Policy 10 – Provide funding for and conduct transit studies for all major intercity transit corridors. Each study will be updated no less frequently than every 6 years.

Discussion – Bus and ridesharing trips in Solano County usually move along a major highway corridor. I-80 is the lynchpin of Solano freeway and highway transit routes. Other major routes include I-680 into Contra Costa, Alameda and Santa Clara counties, SR 12 through Solano County, SR 29 into Napa and SR 37 into Marin and Sonoma counties, although most transit trips on these corridors at some point connect with I-80. The best way to identify specific capital and operational issues is to conduct a detailed look at the operation of a specific corridor.

Corridor studies typically explore two major areas: capitol facilities, and operations and maintenance of vehicles and facilities. Corridor plans often use financial and operational models to examine the best location and timing of investments. These corridor plans provide the sort of detailed, prioritized recommendations that allow Solano Express operators, cities and STA to then make timely funding decisions.

This Policy helps implement Goals 7, 9, 9.b, 9.c, 10, 16, 17, 17.a and 17.b.

T&R Policy 11 – STA will develop a standard methodology of collecting and reporting on auto, bicycle and pedestrian crashes within ¼ mile of TFORS, and will report those statistics on an annual basis.

Discussion – When STA updated the Solano travel safety plan in 2015, one of the challenges discovered was the variety of methods used to collect and report safety and crash data. This makes it difficult to identify, on a countywide basis, those areas most deserving of additional investment to improve safety. This policy calls on STA to act as a central clearinghouse for crash data, and to use that data to help prioritize funding decisions.

The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements.

This Policy helps implement Goals 11, 11.a and 11.b.

T&R Policy 12: To meet the mobility needs of the ambulatory and non-ambulatory ADA certified individuals and to ensure long-term viability of existing and new programs, evaluate ADA services (paratransit and intercity taxi programs) on at least an annual basis.

Discussion – Over the past several years, the provision of ADA intercity services has changed and new services have been implemented. The popularity of some services has strained their long-term viability. Other services still need to be developed to better serve the non-ambulatory ADA certified individuals. Implemented services should be monitored, evaluated and modified as needed. Outreach to ambulatory and non-ambulatory ADA certified individuals to understand and address their most urgent transportation needs will be important as part of the evaluation of existing services and the development on new services.

This Policy helps implement Goals 4, 4.a, 4.b, 12 and 17.

T&R Policy 13: Evaluate and modify currently implemented ADA in-person assessment model to improve convenience for new and recertifying applicants and to improve efficiencies on at least an annual basis.

Discussion: STA coordinates the ADA certification process countywide. A contractor schedules and assessments, coordinates with transit operators for those in need of ADA paratransit service, conducts the assessments and tracks activity. Assessments are scheduled in all seven Solano cities on a rotating basis at least monthly. In some cities multiple assessment days are held to meet demand. Re-certifications have been conducted in the same manner as original certifications.

There has been interest expressed in holding assessments in locations with a concentration of ADA certification applicants such as skilled nursing facilities. If carefully selected, these on-site assessment sessions would be more convenient for applicants by reducing the need to travel and more efficient for the contractor and transit operator as there would be a reduction in “no shows” and arrangement of ADA paratransit rides would be reduced.

Recertification every three years is a requirement. The specifics of the recertification process should be reviewed to identify opportunities to streamline it for both applicants' convenience and the service delivery efficiency. Some applicants' original certification may be based on disabilities that prevent their use of fixed-route transit indefinitely. A simplified recertification process would be warranted in these situations.

This Policy helps implement Goals 4, 12 and 17.

T&R Policy 14: Conduct a study, or studies, to identify the transportation needs of Solano seniors, people with disabilities, and the low-income population. Update the study or studies no less frequently than every 6 years.

Discussion - With a rapidly growing senior population, the countywide Transportation Study for Seniors and People with Disabilities from 2011 should be updated. This study involved significant public outreach which should continue with future updates. Five Community Based Transportation Plans were conducted in the past fifteen years; these focused on outreaching to local communities to identify the transportation needs of the low-income population followed by identifying and prioritizing solutions. Many, but not all, priority projects from these studies have been implemented. More current outreach and study of these groups should be done to address the changes in these groups, the community, and the differing strategies available now and in the future.

This Policy helps implement Goals 4, 6, 7 and 17.

T&R Policy 15: Partner, and outreach to, a diversity of community stakeholders such as public, private and non-profit organizations serving seniors, people with disabilities, and the low-income population.

Discussion – The mobility needs of seniors, people with disabilities and the low-income population are specialized and diverse. Meeting the mobility needs of these groups is important to address their quality of life that is inherently challenged. Understanding those needs will depend upon partnering with organizations that already work with these groups and understand their challenges with mobility. The recently formed CTSA and other committees include these partnerships. These and additional partnerships will also facilitate outreach to these consumers. Outreach and other direct contact with these populations will be a valuable tool in planning, promoting, and assessing services.

This Policy helps implement Goals 4, 4.b and 6.

T&R Policy 16: Use technological advances to improve communication with consumers of mobility management services.

Discussion – The solanomobility.org website created a centralized information resource with a wide range of mobility and program information for seniors, people with disabilities and the low-income. With search functions and layering of information, a substantial amount of information is relayed to the user in a simpler format than if printed. While printed materials are still made available, the website's

Find Your Ride, Travel Training, and Older Driver Safety Information functions are examples of a technology advancement that has facilitated the dissemination of information to consumers. The website needs to be kept updated with current information, features and functionality to meet the changing needs of its users and capabilities of electronic communication. The website is a resource to other organizations and links between websites reconfirmed. Other forms of technological communications should be reviewed, evaluated and considered as additional ways to reach consumers for both disseminating information as well as for collecting information and input.

This Policy helps implement Goals 4 and 6.

T&R Policy 17: Regularly monitor a wide variety of information sources regarding innovations in private and public ‘shared mobility’ resources, including mobile applications, vehicle sharing transportation network companies and on-call vehicles. Incorporate new and developing mobility options and technology into STA plans.

Discussion – Transit and rideshare services between hubs is designed to efficiently move large numbers of riders long distances. Riders arriving from, or traveling to, the many locations in the areas surrounding a transit hub often find this portion of the trip inconvenient or impossible. These locations may be employment, residential, community services, medical facilities, shopping and more. This is the “first mile/last mile” gap. Local transit, walking, bicycling, driving alone and other options are available to varying degrees at Solano transit hubs. A countywide study could identify and prioritize transit/rideshare hub “first mile/last mile” gaps, identify existing and potential strategies, explore newer and advancing alternatives such as bikeshare programs, carsharing, shuttles, taxis, transportation network companies (TNCs), self-driving vehicles and other options, work with the community to evaluate strategies for potential implementation.

This Policy helps implement Goals 5, 6, 8 and 9.d.

T&R Policy 18 – STA will provide notice to SolanoExpress vehicle operators when it is aware of the availability of funds than can be used for clean transit vehicles and infrastructure, and will use support for clean transit vehicles and infrastructure as a ranking criteria when allocating such funds.

Discussion – While full of transit vehicles are very efficient in regards to air pollutant emissions per passenger mile when compared to single occupant cars, they do still produce important amounts of air pollution, including greenhouse gas emissions. In addition, as transit vehicle occupancy decreases, the amount of pollution per passenger mile goes up, sometimes to the point where transit vehicles are emitting more air pollutants than single occupancy vehicles. The California Air Resources Board (CARB) has requirements for transition of public transit vehicle fleets to zero emission vehicles. STA has adopted an alternative fuels plan which supports conversion of all types of public vehicle fleets to low or zero emission vehicles. This includes both vehicle replacement and modification of support infrastructure such as fueling and maintenance facilities.

STA can help member and partner agencies accelerate this transition to clean vehicles and fuels by ensuring that they are aware of funding opportunities. STA can also write letters of support for those agencies seeking funding and furthering the goal of STA plans and policies.

When STA programs funds, such as BAAQMD TFCA program manager funds, it can use support for low and zero emission vehicles as a criteria to help identify which projects will be funded. While there may be other considerations, prioritizing clean fuel vehicles and facilities makes it more likely that they will be fully funded and delivered.

This Policy helps implement Goals 13, 13.a, 14, 15 and 16.

T&R Policy 19 – STA will continue to fund a ridesharing program such as Solano Napa Commuter Information (SNCI).

Ridesharing support is critical to maintaining and advancing carpool and vanpool formation and use. STA, in partnership with the Napa Valley Transportation Agency, has used SNCI to provide these and other ride matching and trip planning activities.

With MTC's 2015 decision to stop providing direct funding for county ridesharing programs, this function becomes more difficult to support. Due to its value and the large number of carpool and vanpool users in Solano and Napa counties, however, STA will continue to provide this service in some form. At the same time, STA will monitor developments in private ridematching services, especially mobile applications that make both formal and casual carpool formation fast and convenient for users.

This Policy helps implement Goal 9.a.

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DATE: April 13, 2015
TO: STA TAC
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 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 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.

Fiscal Impact:

None to STA General Funds

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.

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DATE: April 4, 2016
TO: STA TAC
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2016-17

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) funds) 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 provided 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.

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:

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.

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

Members Agency	Total Amount Twelve (12) Years	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

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

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 18, 2016
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Monthly legislative updates are provided by STA's State and Federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

State Legislative Update:

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.

Fiscal Impact:

None.

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*

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

March 31, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

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

STA Board Legislative Visit

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

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

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

FASTLANE Project

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

Transportation Funding

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

The following day, Governor Brown released his proposed 2016-17 budget. The Governor's Proposed Budget doubles down on the need to find a solution to the state's transportation infrastructure crisis and again highlights **his proposal to invest \$36 billion in transportation over the next decade.** The Governor's proposed transportation funding package includes "a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues," and would be split evenly between state and local transportation priorities.

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

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

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

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

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

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

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

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a method of procurement available to regional transportation agencies until January 1, 2030. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).***

ABX1 24 (Levine and Ting) Bay Area Transportation Commission

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

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

Regular Session Bills of Interest

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

AB 516 (Mullin) Temporary License Plates

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. ***The STA Board SUPPORTS this bill (Board Action: 4/23/15).***

AB 779 (Garcia) Congestion Management Programs

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

AB 1591 (Frazier) Transportation Funding

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

AB 2170 (Frazier) Trade Corridors Improvement Fund

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

AB 2742 (Nazarian) Public Private Partnerships

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

SB 824 (Beall) Low Carbon Transit Operations Program

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

SB 1128 (Glazer) Bay Area Commute Benefit Policy

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



M E M O R A N D U M

March 28, 2016

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

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

Fiscal Year 2017 Budget and Appropriations

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

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

Discretionary Grant Programs

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

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

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

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

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

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

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

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

Status of Programs Authorized Under the FAST Act

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

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

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

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

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

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: April 18, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Discussion of Maintenance of Effort Process for Proposed Local Streets and Roads funding

Background:

In February of 2016, the Solano County Board of Supervisors adopted a resolution proposing a half-cent general sales tax measure entitled the “Solano County 2016 Transactions and Use Tax Ordinance” for the June 7, 2016 election (Measure H). In addition, an advisory Measure (G) was also placed on the ballot for the same June election. This advisory measure states:

“Shall Solano County allocate 100% of proceeds of any new voter approved taxes on the June 2016 ballot to transportation improvements, including road safety repairs, filling potholes, maintaining local streets and roads, and protecting transportation for seniors and disabled persons, keeping revenues in local communities and requiring that a citizen oversight committee approve all projects before funds are spent?”

The proposed advisory measure recommended a focus on maintaining local streets and roads and road safety for Solano’s seven cities and unincorporated county (96%).

Two of the important issues raised during STA extensive public input process is the public priority of fixing and maintaining local street and roads and road safety. A second issue is ensuring public trust and accountability. This includes ensuring any new local funds are spent as promised, insuring timely delivery of projects and a maintenance of effort by local agencies. The term “maintenance of effort” 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 local funding source.

At the March 30, 2016 Technical Advisory Committee (TAC) meeting four examples, from various surrounding counties, of maintenance of effort clauses were presented. Upon discussing the various options, Napa County’s maintenance of effort clause was the one which was found to be most similar to the requests of TAC members.

Discussion:

STA staff, in collaboration with Benicia Public Works Director Graham Wadsworth, has developed a draft Maintenance of Effort (MOE) clause for Solano County (Attachment A). Solano’s MOE clause is based on information gathered from Napa County’s MOE clause, but takes steps to better define three critical categories, which are explained on the following page.

- A. “General Fund Revenues” are defined as regular and reliable funding sources that are distributed directly to local agencies such as State Gas Tax, Local Sales Tax Measures, Property Tax, or any other fund source that provides revenue to LS&R.
 - a. Temporary Local Sales Tax Measures will only be considered in the Maintenance of Effort calculation if a percentage has been dedicated to LS&R in previous years and will only count for the years in which they are approved.

- B. “Supporting infrastructure” is defined as any improvements necessary to complete a normal road improvement program. This includes, but is not limited to, raising iron, utility relocation, ADA ramp improvements, street light replacements, signing and stripping. Non-Pavement expenses such as constructing sidewalks, traffic control, and construction engineering are not included.

- C. “One-time Allocations” is defined as funds provided by the Regional, State, or Federal government, such as Prop 1B or ARRA that is distributed directly to local agencies for Local Streets & Roads maintenance.

Along with the text found in Attachment A, these definitions are intended to give a clear and concise way to calculate a jurisdiction’s MOE for any potential sales tax measure.

Recommendation:

Forward a recommendation to the STA Board to recommend the Solano County Board of Supervisors accept the Maintenance of Effort Policy for Local Streets and Roads funding.

Attachment:

- A. Solano’s Draft Maintenance of Effort Policy Text

ATTACHMENT A

County of Reference	Avg. Budget Years	Funding Sources	Type of Projects
Napa	3	Local General Fund; One-time allocations not included	Pavement Sealing, overlays, reconstruction, associated infrastructure; excludes local revenues used for storm damage repair.
Sacramento	N/A	“local revenues being used for street and highway purposes”	N/A
San Joaquin	3	General fund; any unrestricted funds including vehicle in-lieu tax revenues and revenues from fines expended for transportation are included.	N/A
Sonoma	1	Local agency identifies which of their accounts have local funds for transportation purposes and divide that by the general fund total. That percentage of the general fund must continue to be spent.	All accounts that have local funds for transportation purposes.

Solano County’s DRAFT Maintenance of Effort Clause

Solano Measure “H”

It is the intent of the County Board of Supervisors and the Authority that revenues provided from this Ordinance be used to supplement, not supplant, existing local general fund revenues being used for the transportation improvements. Each Agency receiving revenues shall annually maintain, as a minimum, the “maintenance of effort.” The maintenance of effort shall be maintained at the same level that local general fund revenues were expended on average for fiscal years 2013/14, 2014/15, and 2015/16 for Local Streets and Roads Maintenance and supporting infrastructure within the public right-of-way for pavement sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. One-time allocations that have been expended for Local Streets and Roads Maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an Agency’s annual maintenance of effort.

Prior to the operative date, Agencies shall determine and certify to the Authority the Agency’s average maintenance of effort for the 2013/14, 2014/15 and 2015/16 fiscal years. Prior to the beginning of each fiscal year thereafter, Agencies shall certify to the Authority that the maintenance of effort requirement required by this Section will be met that fiscal year, copies of which shall be provided to the Authority Auditor. Any Agency that does not meet its local maintenance of effort requirement for a three year average period shall have its funding the following year reduced by the amount the Agency did not meet its required average maintenance of effort level for the three prior years. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

- A. “General Fund Revenues” are defined as regular and reliable funding sources that are distributed directly to local agencies such as State Gas Tax, Local Sales Tax Measures, Property Tax, or any other fund source that provides revenue to LS&R.
 - a. Temporary Local Sales Tax Measures will only be considered in the Maintenance of Effort calculation if a percentage has been dedicated to LS&R in previous years and will only count for the years in which they are approved.
- B. “Supporting infrastructure” is defined as any improvements necessary to complete a normal road improvement program. This includes, but is not limited to, raising iron, utility relocation, ADA ramp improvements, street light replacements, signing and stripping. Non-Pavement expenses such as constructing sidewalks, traffic control, and construction engineering are not included.
- C. “One-time Allocations” is defined as funds provided by the Regional, State, or Federal government, such as Prop 1B or ARRA that is distributed directly to local agencies for Local Streets & Roads maintenance.



DATE: April 15, 2016
TO: STA TAC
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, 3 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.

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) has also highlighted the significant backlog of local road maintenance needs. 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; Last 12 Months (April 15-March 16) = 1299 Calls

- The Solano Mobility Management Website received 14,609 views
- 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 6156 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 five travel training programs and developed 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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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

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<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>

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		<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>	<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>	<u>MTC</u> <u>STA</u>	<u>Regional OBAG 2</u>		<u>X</u>			<u>Projects</u> <u>Robert</u> <u>Guerrero</u>
		<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) 							

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		<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 <ul style="list-style-type: none"> • <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> 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 CT	SHOPP Rio Vista – Fed Earmark	✘	X		\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero

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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>	<p>City of Vallejo SolTrans NCTPANVTA</p>		✘	X			<p>Planning/Projects Robert Macaulay Philip KCamhi</p> <p>Programs: Liz Niedziela</p>

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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 <u>public information</u> 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> <u>a. Rail Station Phase 1- Construction Underway</u> <u>b. 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> A. <u>Transit Facilities</u> <ul style="list-style-type: none"> • <u>Fairfield/Vacaville Intermodal Station, Phase 2</u> • <u>Fairfield Transportation Center (FTC)</u> • <u>Vallejo Station Parking Phase B</u> B. <u>Highway Facilities</u> <ul style="list-style-type: none"> • <u>I-80 Express Lanes</u> • <u>I-80/I-680/SR 12 Interchange</u> • <u>I-80 WB Truck Scales</u> <u>Milestones:</u> <u>STA Board approved the priorities for future bridge toll projects in Solano County.</u>	STA Vallejo Fairfield		X	X			<u>Projects:</u> 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>	<u>Projects</u> 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, 13	<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	15,167	<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 0.	<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 <u>Fall</u> 2015 <u>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 Plan drafted, ready for Board approval.</u></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>2016/2017</u> • <u>Draft</u> PCA Plan to be completed <u>2015/2016</u></p> <p><u>ECD:</u> 1. PDA Fairfield/Suisun - <u>May-Dec 2016</u> 2. PDA Benicia/Dixon/Rio Vista - March <u>2016/2017</u> 3. PCA - <u>December 2015/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. Bay Trail/Vine Trail Gap Closure – applying for ATP funds (2016)</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> <p>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 L. SolanoExpress website and Facebook page</p> <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 ● Updated Legislative Priorities & Platform ● Annual state and federal lobbying trip/materials ● STA Events Committee assists with all STA events 	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 SSCI Marketing Campaign ● Implement Constant Contact for stakeholder communication (\$1,000) ● Create new websites for STA, SSCI 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> <u>Annually FY 16-17</u> (TFCA) <u>\$340,332,000</u> FY 15-16 <u>16-17</u> (YSAQMD Clean Air)</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;">PG&E Grant \$285,000</p> <p style="text-align: center;">SGC Grant \$275,000</p>	<p style="text-align: center;">Planning Robert Macaulay Drew Hart</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	<u>3032.</u>	<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	<u>3133.</u>	<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 <u>Capital</u> Replacement Plan ● Marketing implementation of Clipper ● <u>Manage SolanoExpress Facebook</u> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● <u>Manage Intercity Transit Consortium - ongoing</u> ● Solano-Express Intercity Transit Marketing - in process/<u>ongoing</u> ● Intercity Transit Funding Group Development - <u>ongoing</u> ● <u>TDA Matrix - Reconciliation and Cost Sharing to be approved June 2015-16 and 2016-17 and 2017-18</u> ● <u>2016-17 Intercity Ridership Survey</u> <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 <u>RM2 Service Interim Expansion - Completed</u> ● <u>TDA Matrix - Reconciliation and Cost Sharing 2015-16 - Completed</u> ● <u>Created SolanoExpress Facebook Page - Completed</u> ● <p><u>EDC:</u></p> <ul style="list-style-type: none"> ● <u>Development of Transit Capital Plan July 2015</u> ● <u>Intercity Transit Funding agreement updated - June 2016</u> 				<u>X</u> <u>X</u> <u>X</u> <u>X</u> <u>X</u>	<u>X</u> <u>X</u> <u>X</u> <u>X</u> <u>X</u>		
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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 Programm- 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 20152016-17 Travel Training Programs development – July 2015</p>			X				
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<p>STA Lead Program</p>	<p>3436.</p>	<p><u>Intercity Taxi Scrip Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools. 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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		<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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		<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> <ul style="list-style-type: none"> 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>E.</u> Update consultant contract and funding agreement with <u>NVTA</u> <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	

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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

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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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<u>STA Lead – Programs</u>	<u>435.</u>	<p><u>Consolidated Transportation Services Agency</u></p> <p><u>A. Design and Fund Develop Mobility Management Programs</u></p> <p><u>B. Non-Profit Coordination</u></p> <p> <u>1. Partnership with non profits for one on one travel training (Independent Living Resource Center & Connections for Life)</u></p> <p> <u>2. Partnership with non-profit to provide medical trips for seniors (Faith in Action)</u></p> <p><u>C. Current CTSA Programs</u></p> <p> <u>3. Ambassador Program and Transit Training</u></p> <p> <u>4. Mobility Management Website</u></p> <p> <u>5. Solano Mobility Call Center</u></p> <p> <u>6. Senior Safety Driver Program Information</u></p> <p> <u>7. In-Person ADA Eligibility</u></p> <p> <u>8. Faith in Action Volunteer Driver Program</u></p> <p><u>D. CTSA Work Plan</u></p> <p><u>E. Update Solano Transportation Study for Seniors, People with Disabilities and Low Income</u></p> <p><u>F. Explore and Assess Future Mobility Programs</u></p> <p> <u>1. Vehicle Share Program for Non-Profit</u></p> <p> <u>2. Golden Pass for Seniors</u></p> <p> <u>3. Volunteer Driver Program</u></p> <p> <u>4. Uber/Lyft Type Program</u></p> <p><u>Status:</u></p> <p> ▪ <u>CTSA Designation through September 2017</u></p>	<u>STA</u>	<u>STAF/5310/OBAG</u>	<u>X</u>	<u>X</u>		<u>\$1,000,000</u>	<u>Transit Liz Niedziela</u>
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		<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> <ul style="list-style-type: none"> <u>CTSA Work Plan 2017 and 2018</u> <u>Update Solano Transportation Study for Seniors, People with Disabilities and Low Income June 2017</u> 							
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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: April 14, 2016
TO: STA TAC
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 was last updated the CTP in 2005. The CTP sets STA's priorities for all modes of surface transportation including highways, transit, rail, ferry, rideshare, bikes and pedestrian. The STA Board authorized a complete update of the Solano CTP in 2010. STA delayed CTP until completion of the Regional OneBayArea Plan by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Committee (MTC). Since that time, STA has adopted the introduction, past achievements and land use chapters, and the Active Transportation Element. The remaining Elements to be completed are the Transit and Rideshare and Arterials, Highways and Freeways.

Discussion:

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

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

Between the two efforts, STA reached 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. The largest single category is concern about the maintenance of local streets, followed by local street safety and then mobility for seniors and people with disabilities.

Of the 2,132 public comments received, 1,370 have 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.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Public Input and Responses (to be provided at the meeting.)



DATE: April 14, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways Goal Gap Analysis

Background:

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

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Arterials, Highways and Freeways Element was identification of those services and facilities that the Element's policies are designed to influence; namely, the roadways that connect Solano County's communities with each other, with key economic and civic locations, and with the broader Northern California region. These are known as Routes of Regional Significance (RORS). The RORS consist of:

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. SolanoExpress buses, Capitol Corridor trains and WETA ferries provide this mobility, and operate from a set of major transit hubs.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and the new Fairfield/Vacaville station which is under construction
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Providing sufficient transportation capacity supports the location of additional employment in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major Solano County based employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente- Vallejo and Vacaville
- Six Flags Discovery Kingdom- Vallejo
- Genetech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano CTP. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector
- Columbus Parkway
- Fry Road between Leisure Town Road and SR 113

5. Improves Countywide Emergency Response

In case of emergencies or road closures, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Examples of roads that fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- North Connector (near I-80 and SR12)
- McCormack, Canright and Azevedo Roads north of SR 12

The State of the System and Goals have been approved by the STA Board. A Goal Gap Analysis has been drafted to show the gap between the current and desired system, and is being presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 for the first time.

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

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

Within the Solano CTP the Arterials, Highways and Freeways Element Purpose Statement is:

Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Discussion:

The Goal Gap Analysis uses the following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.

- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

For some Arterials, Highways and Freeways Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation.

A summary of the Goal Gap analysis is that a solid policy foundation has been laid for improving and maintaining Solano’s critical roadways; but, the implementation of those policies is falling short. This shortfall is due to the lack of funding for maintenance, targeted expansion, and system efficiency projects. This funding shortfall also hurts other modes of travel, as almost every trip uses a roadway for some of its length.

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 23. 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.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Arterials, Highways and Freeways Element – Goal Gap Analysis

Arterials, Highways, and Freeways Element

Goal Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

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

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

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

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

For some AHF Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation. This is largely a function of the on-going significant shortfall of funding for both new projects and maintenance of existing facilities.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

Create an AHF System that improves mobility for all modes of travel.

- Prioritize funds for projects that improve Routes of Regional Significance. This goal has seen **Significant Progress**. STA funding choices have been focused on RORS, but STA staff reports and recommendations do not routinely identify to the TAC and Board whether or not a roadway is an RORS.
 - Special emphasis should be given to roadways that support regionally important economic centers and goods movement. **Preliminary Proposal** – Formal identification of a goods movement (aka freight) network is a relatively new task, both at a local and a

regional level. However, the National Freight Strategic Plan was recently completed and does include I-80 on the National Highway Freight Network. Additionally, the **California Freight Mobility Plan** was adopted in December 2014. The I-80 and State Route 12 corridors are on the State freight network. . In addition, MTC has recently completed a *regional goods movement plan*, and this complements goods movement investments efforts *at the state and national level*. STA has *significantly* invested in goods movement infrastructure in the past, notably the I-80 Eastbound truck scales in Cordelia and the first construction Package of I-80/I680/SR 12 Interchange. As the routes of regional significance definition has been expanded to include roadways serving major economic centers in Solano County, this will increase the ability of STA to make future investment decisions in projects that support goods movement. STA will use information from these plans to help further identify and seek funding for goods movement facilities. It should be noted that goods movement also includes rail and ship born traffic, and not just vehicles on roadways.

- Freeways – support development and operation of a comprehensive Express/HOV network on I-80 and I-680. **Preliminary Proposal.** A HOV lane extends for 8.7 miles in each direction on I-80 (Red Top Road to Air Base Pkwy), and design funds have been allocated to convert the existing HOV lanes to Express lanes and extend them past I-505. In addition, the Express Lane connector ramps in the I-80/I-680/SR-12 Interchange complex and the actual construction of Express Lanes is proposed for regional funding in Plan Bay Area.
- The remaining portions of the network are from Vacaville to the Yolo County line, through the City of Vallejo, and along the length of I-680 in Solano County. MTC has indicated that the project will ~~not~~ be included in Plan Bay Area, but currently no additional funding for project implementation has been approved.
- Seek consistent width to avoid congestion caused by reduction in number of lanes. **Preliminary Proposal.** This goal is a direct response to comments received during the public outreach performed by STA in May – October of 2015 and to observations included in the Arterials, Highways and Freeways State of the System report. Most of the significant areas of recurring delay on the interstate freeway and the state highway system are found where the number of lanes is reduced. One major drop lane location is along Eastbound I-80 at Air Base Pkwy. This drop lane will be removed one the I-80 Express Lanes are constructed past I-505. This project will reduce the congestion caused by the drop lanes at this location.
- Implement Complete Streets appropriate to the context of the roadway. This goal has seen **Significant Progress in terms of Policy.** Most Solano jurisdictions have complete streets Incorporated into their General Plan, Zoning Ordinance, or have a resolution committing to complete streets implementation. This means new development proposals have the opportunity to fully incorporate complete streets standards. However, no jurisdiction in Solano County has adopted a Complete Streets Plan that designates specific streets that will require which facilities in order to implement the ideals of complete streets. Implementing this goal will be an on-going activity for the County.

Preliminary Proposal in terms of implementation. Complete Streets features have been incorporated into the construction of roadways such as Military West, Wilson Avenue, Suisun Parkway and Jepson Parkway. Most Routes of Regional Significance were constructed before Complete Street became a requirement, and require some sort of retrofit to properly accommodate all forms of transportation. Jurisdictions have typically not updated their standard specifications to include a complete streets standards.

- Improve system efficiency through technology prior to adding lanes. **Significant Progress.** In 2010 the STA adopted the Solano Highways Operations Plan. This Plan identified ITS strategies to improve operations along the I-80 corridor through lower cost capital investments. Implementation of the Plan has been on-going through the investments of Ramp Metering from Fairfield through Vacaville. Further, pavement detection loops along I-80 were installed as part of the major roadway rehabilitation work that was completed. Recently MTC is developing a Managed Lanes Implementation Plan (MLIP) that will link transit through the corridor to increase through put.
- Identify and preserve needed rights of way for future transportation projects. **Preliminary Proposal.** Even though this is a Goal in the adopted Solano CTP – Arterials, Highways and Freeways element, no specific steps have been taken to implement this Goal. However, the I-80/I-680/SR 12 Interchange environmental Document has been completed, that can serve as the basis for land development restrictions within the identified foot print of the project.
- Prepare and periodically update corridor studies to identify and prioritize specific projects. This goal has seen **Significant Progress.** Corridor plans have been completed for I-80, -680 and -780: SRs 12 and 113; and *some corridor planning* work has been done for SR 29. Planning work is underway for SR 37. The only major roadway lacking recent corridor planning is I-505, and the conditions and volumes on I-505 place this route on a low priority for a corridor study; the existing Caltrans corridor plan Bob you need to identify the name of the Plan is sufficient at this time. Similarly, roadways such as SRs 84, 128 and 220 are adequately covered by Caltrans documents, and do not require additional work by STA. A schedule or set of conditions to trigger updates of these plans has not been developed. *Staff is recommending that each corridor plan be reviewed for minor updates every five years to update traffic volumes and the status of implementation with a more detailed update every ten years.*

Improve system safety

- Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average. This goal has seen **Significant Progress.** The STA adopted a Solano Travel Safety Plan in January of 2016; this was an update to the 2005 Solano Travel Safety Plan. Forty-five projects identified in the 2015 plan have been completed. Recent corridor studies, such as the SR 12 multi-jurisdictional study, have gathered and analyzed safety and accident data. However, there is not a standard format for gathering and analyzing such data, and not all corridor plans of other studies have up-to-date safety information.

Maintain the system at an appropriate level

- Seek to fund an average PCI rating of all RORS as 75, with no RORS being rated below 60. This goal has seen **Significant Progress in terms of policy and focus**. The adopted 2005 Solano CTP – Arterials, Highways and Freeways element does not have a PCI Goal. MTC’s 2013 Plan Bay Area has a PCI goal of 75. The Solano County Pothole Report, first adopted in 2014, also contains information on the PCI of local roadways and the funds needed to maintain or improve that PCI, but does not call out the PCI of the RORS.

This is a **Preliminary Proposal in terms of implementation**. Establishing a target PCI is only a first step. The next task is to identify those roadways that fall below the target PCI. The 2014 Solano pothole report, which is based the identification of each segment using Street Savor Software.

The 2014 Solano pothole report also identifies the trend in PCI over the last five years. Those communities building new roadways have seen an increase or steady PCI. Those strictly seeking to maintain existing roadways, without the new roadways associated with new construction, have seen their PCI decrease. PCI decreases can be largely attributable to a substantial reduction in state gas tax revenues provided to the cities and county needed to achieve the PCI targets established in the Solano CTP. Information in the 2014 pothole report shows that, at the current funding levels, the existing PCI for local streets and roads and arterials cannot be maintained. The Solano Pothole Report shows an annual shortfall of \$24 million dollars per year simply to maintain current PCI of 65.

In order to improve the PCI and eventually gain the target of 75, an additional \$50 million per year in new revenue for local streets and roads maintenance would be required.

- Work with Caltrans to ensure that a similar standard is maintained on the State system. This goal has seen **Significant Progress in terms of Policy and Implementation**. Caltrans rates pavement by visual inspection of the pavement surface and use lasers mounted on a Caltrans vehicle to collect the International Roughness Index (IRI) data, and has set a target of an IRI of 170 inches or less per mile.

This is a **Significant Progress in terms of implementation**. Funding for maintenance of the state highway system is done throughout the SHOPP. While the SHOPP faces a situation similar to local roads maintenance; namely, lack of funding. Caltrans does not currently have adequate funding to maintain the entire state freeway and highway system at the desired level. Solano County has however, had recent *significant* SHOPP investment along I-80, ~~and~~ I-680, and SR 12 in recent years.

Support the creation of Solano County jobs and other locally-decided land uses

- Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County. **Preliminary Proposal**. Both MTC and the Alameda County CMA have completed Goods Movement plans, and there are freight plans at state and federal levels as well. These plans cover the gamut of goods movement modes – road, rail, port and air. All four of these modes are present in Solano County. At every level of goods movement planning,

the I-80 / I-680 / SR-12 interchange is identified as a key facility. In addition, the I-80 Cordelia Truck Scales are also key *goods movement* facilities. The Westbound Truck facility need to be replaced and has been identified as a project in MTC's *Regional Goods Movement Plan*. The I-80 corridor is identified in the National Freight Plan and the SR 12 corridor is recognized as a Goods Movement corridor along with I-80 in the State Freight Plan.

While STA has identified individual projects that are important to local and regional goods movement, it has not undertaken a comprehensive study to identify these facilities in a single document. *An initial list of goods movement priorities will be included as part of the CTP.*

- Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities. This goal has seen **Significant Progress**. STA has identified regionally significant employment centers, and designated the major roads that serve them as Routes of Regional Significance. STA has not identified those improvements to the roadways that are needed to support each center's continued economic viability. *This task will be undertaken as part of the Solano County's Moving Solano Forward Phase 2 effort.*
- Prioritize available funds to support PDAs and PCAs, with special emphasis being given to support for Transit Facilities of Regional Significance. This goal has seen **Significant Progress**. STA has assisted local agencies in funding road and transit projects in PDAs in each of the seven Solano cities, and has designated PCA funding (both planning and project construction) in Solano County. The requirements of the OBAG 2 funding program require that at least 50% of those funds be spent on projects located in or directly supporting PDAs. In addition, *the STA Board has approved a list of priority Managed Lanes Implementation Program (MLIP) facilities. These facilities include express Lanes that directly support carpool, vanpool and express bus services. Large facilities such as the Curtola Park and Ride and Fairfield Transportation Center expansions and upgrades, which serve both carpool and express bus services, are located in or directly adjacent to the PDAs.*
 - All TFORS are in or adjacent to PDAs

Anticipate and mitigate system construction and operation impacts

- Special emphasis should be given to projects and designs that reduce emissions of criteria pollutants and greenhouse gasses. **Preliminary Proposal.** *Analysis of GHG emissions occurs during the environmental phase of a project, but so far has not been an explicit quantitative criteria in the early prioritization and selection of projects or programs. STA has elected to focus funds for recapitalization of express buses on alternative fuel vehicles, namely compressed natural gas, which will result in lower GHG emissions from the express bus fleet. While this preliminary decision has been made, additional study work has yet to be done, and the purchase of new clean fuel express bus vehicles has not yet occurred. **Shouldn't Philip do this write-up since the new federal rules requires no emissions. It seems this current wording is old – I***

agree, he should work with Drew as well. We should mention Alternative Fuels Strategy and investment in EV charging facilities and the recent allocation of Cap and Trade funds.

- Support projects that reduce emissions of criteria pollutants in sensitive communities or Communities of Concern. **Preliminary Proposal.** STA has not done a statistical or mapping project to identify projects with Communities of Concern.
- Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects. **Preliminary Proposal.** The Solano HCP has not yet been adopted nor is the STA a signature to the HCP. STA regularly mitigates projects in accordance with the draft HCP's mitigation ratios.



DATE: April 14, 2016
TO: STA TAC
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. STA transmitted a letter expressing concerns about this assessment to MTC (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 will present their updated assessment to the MTC Commission at a workshop on April 28th.

Fiscal Impact:

None.

Recommendation:

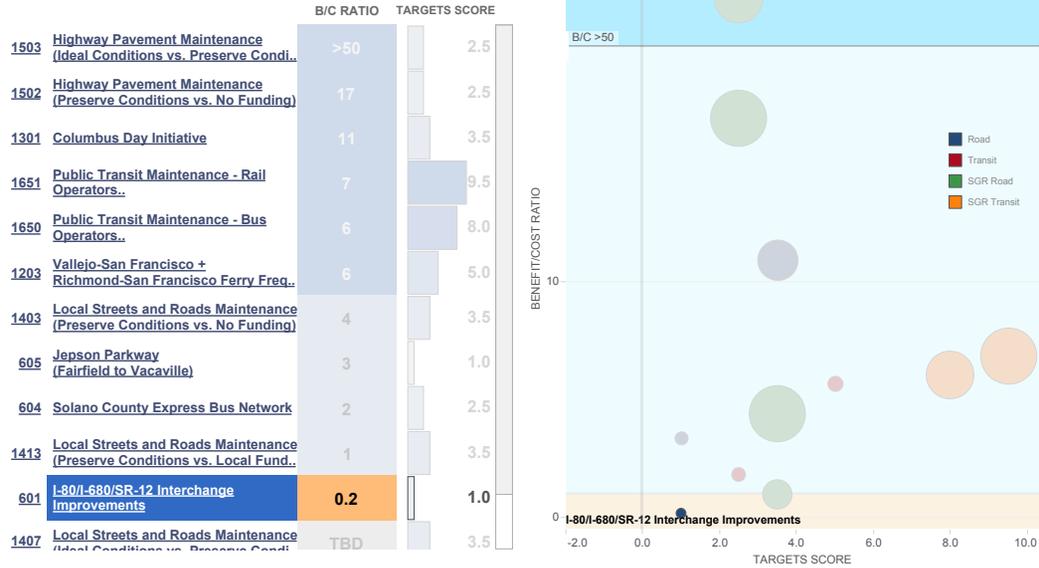
Informational.

Attachments:

- A. MTC Project Assessments
- B. STA Letter to MTC
- C. MTC Summary of Project Assessment Comments

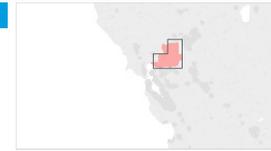
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County Solano



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

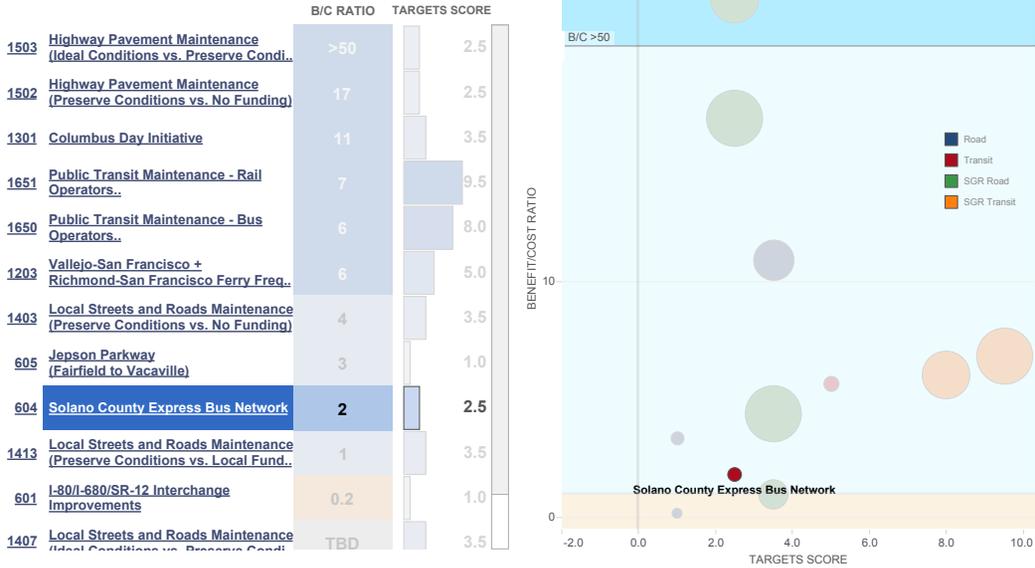
Equity Targets Score Serves Community of Concern

1.5

Yes

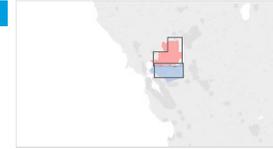
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

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
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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

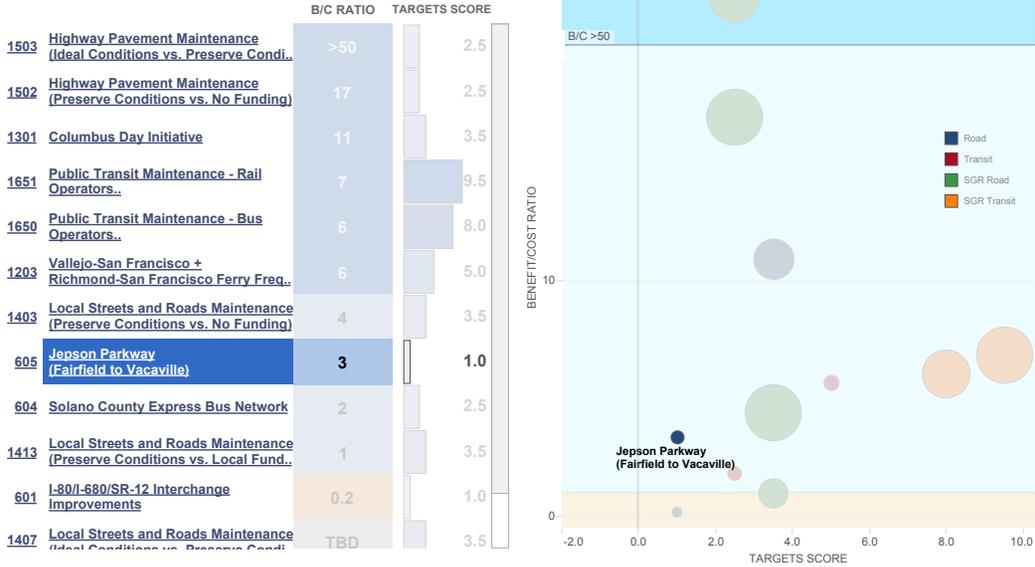
✓ ✓ ▲
Bus frequency projects can be implemented quickly for near-term benefits.

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
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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



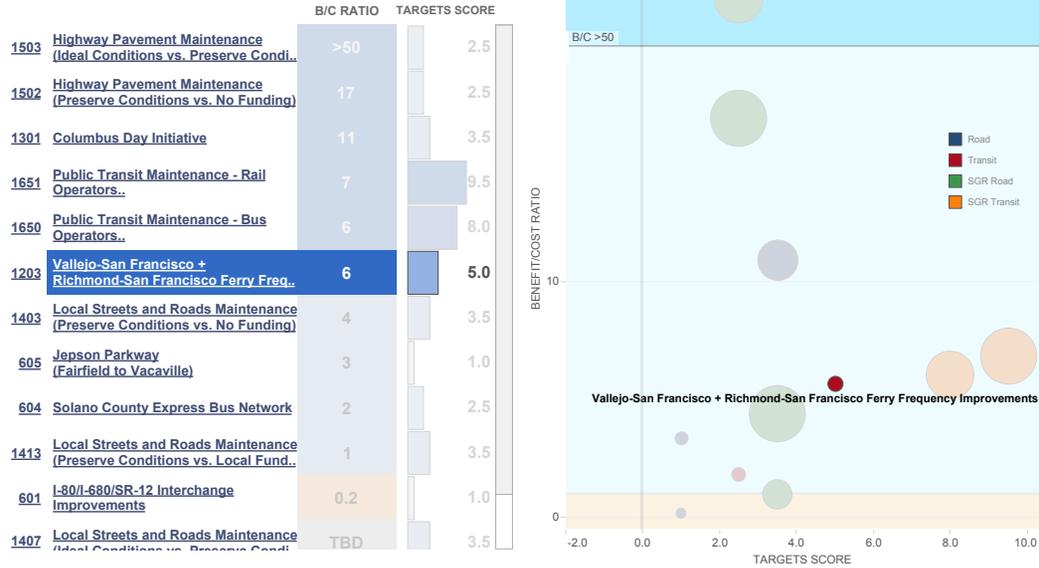
EQUITY ASSESSMENT

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.

[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	ANNUAL COST	CAPITAL COST	NET O+M COST
	\$5M	\$32M	\$567M	\$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 Mobility			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-Auto Mode Share	Road Maintenance	Transit Maintenance
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

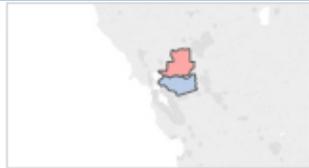
142

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

TARGETS 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

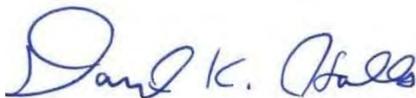
Equity Targets Score Service Community of Concern

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: April 20, 2016
TO: STA TAC
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 and 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
- 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

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 18, 2016
TO: STA TAC
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
4/18/2016**

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	\$750,000	\$800,000	\$1,550,000	\$ 1,257,745.02	\$ 601,845.75	\$ 655,899.27
District 2 SR 12 Corridor	\$ 44,244.00		\$44,244	\$ 66,906.08	\$ -	\$ 66,906.08
District 3 South County	\$ 40,000.00		\$40,000	\$ 53,036.65	\$ -	\$ 53,036.65
District 4 Central County	\$ 475,701.00		\$475,701	\$ 640,198.99	\$ 445,000.00	\$ 195,198.99
District 5 SR 113	-		\$0	\$ 173,809.05	\$ -	\$ 173,809.05
District 6 Transit (5%)	\$ 87,848.00		\$87,848	\$ 121,760.88	\$ 32,127.64	\$ 89,633.24
District 7 County Road (5%)	-		\$0	\$ 121,760.88	\$ -	\$ 121,760.88
Total	\$1,397,793	\$800,000	\$2,197,793	\$ 2,484,915.86	\$ 1,089,711.25	\$ 1,395,204.61

*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	\$ 126,399.75	\$ 475,446.00			\$ 601,845.75
District 2 SR 12 Corridor					\$ -
District 3 South County					\$ -
District 4 Central County			\$ 445,000.00		\$ 445,000.00
District 5 SR 113					\$ -
District 6 Transit (5%)	\$ 32,127.64				\$ 32,127.64
District 7 County Road (5%)					\$ -

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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 14, 2016
 TO: STA TAC
 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.

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. This is a chance to survey the projects on the horizon, and establish a 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 will be slated to be funded by OBAG.

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 save a larger amount.

Recommendation:

Informational.



DATE: April 20, 2016
 TO: STA TAC
 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:

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/>). 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.

Recommendation:

Informational discussion.

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.



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

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 18, 2016
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	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: April 20, 2016
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached are the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

- A. Paratransit Coordinating Council (PCC) Draft Meeting Minutes of March 17, 2016
- B. Transit and Rideshare Policy Committee Draft Meeting Minutes of March 28, 2016
- C. Arterials Highways and Freeways Draft Meeting Minutes of April 11, 2016



PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Minutes for the Meeting of March 17, 2016

1. CALL TO ORDER

Ernest Rogers called the meeting to order at 1:02 p.m. in the Vacaville Ulatis Community Center.

Voting Members Present: *In Alphabetical Order by Last Name*

Lyall Abbott	Member-at-Large
Richard Burnett	MTC PAC Representative
Curtis Cole	Public Agency – Health & Social Services
Rachel Ford	Public Agency – Health & Social Services
Judy Nash	Public Agency – Education
Ernest Rogers	Chair, Transit User
Cynthia Tanksley	Transit User (arrived at 1:15 p.m.)
Edith Thomas	Social Service Provider
James Williams	Member-at-Large

Voting Members Not Present: *In Alphabetical Order by Last Name*

Kenneth Grover	Transit User
Anne Payne	Vice-Chair, Social Service Provider – Senior Living Facility

Also Present: *In Alphabetical Order by Last Name*

Rowena Abadeza	Connections For Life – Mobility Connections
James Bezek	County of Solano
Robert Fuentes	Faith In Action
Sheila Ernst	STA
Daryl Halls	STA
Kenda Hejnicky	Faith In Action
Kristina Holden	STA
Vicki Jacobs	City of Dixon, Dixon Read-Ride
Philip Kamhi	STA
Robert Macaulay	STA
Debbie McQuilkin	STA
Shannon Nelson	City of Vacaville, Vacaville City Coach
Liz Niedziela	STA
Mandi Renshaw	Solano County Transit - SolTrans
Ivonne Vaughn	City of Vacaville, Vacaville City Coach

2. CONFIRM QUORUM

A quorum was confirmed.

3. INTRODUCTIONS

4. APPROVAL OF AGENDA

Chair Rogers asked for a motion to *move Presentation Item C up to Presentation Item A.*

With a motion by Richard Burnett and a second by Lyall Abbott, the PCC approved the March 17, 2016 agenda as amended above in *bold and italics*. (8 Ayes, 3 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

None.

6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

Rachel Ford announced that the month of May is Mental Health month. She stated that a kick off celebration will be held on Monday, May 2, 2016 from 11:30am – 1:30pm. Ms. Ford will email Sheila Ernst the flier to send out to the PCC committee members and participants.

Liz Niedziela announced that a Senior Summit will be taking place on Friday, May 6, 2016 at the Joseph Nelson Center in Suisun City. She stated that “Save the Date” cards will be sent out shortly.

Edith Thomas announced that Solano County is participating for the first time in the new program “Give Local Solano” where people can donate money electronically for a 24 hour period.

7. PRESENTATIONS

- (1) Daryl Halls provided a presentation on the Senior and Disabled Local Funding and County Oversight Committee. (Attachment A)

Edith Thomas asked for clarification on public accessibility and complete streets.

Robert Fuentes commented that there is an increase in the mortality rate amongst seniors that lose their ability to drive.

The group discussed the Solano County 2016 Transactions and Use Tax Ordinance known as Measure “H”.

- (2) Kenda Hejnicky provided a presentation on Faith In Action of Solano County.

Cynthia Tanksley expressed concerns on limited services for people under 60 years old.

- (3) Ivonne Vaughn and Shannon Nelson provided a presentation on the Vacaville City Coach Program.

8. CONSENT CALENDAR

A. Minutes of the PCC Meeting of January 21, 2016.

Recommendation:

Approve PCC minutes of January 21, 2016.

B. Membership Status and Appointment

Recommendation:

Forward a recommendation to the STA Board to reappoint Judy Nash, Public Agency-Education for an additional three (3) year term.

With a motion by Lyall Abbott and a second by Rachel Ford, the PCC approved Consent Calendar Items A and B. (9 Ayes, 2 Absent)

9. ACTION ITEM

A. 2016 PCC Draft Outreach Plan and 2016 Draft Workplan

Liz Niedziela provided an overview of the 2016 PCC Draft Outreach Plan and 2016 Draft Workplan. She stated that the PCC suggested STA staff have a presentation on the new Federal Transit Administration Issues Guidance to Public Transportation Agencies on Implementing Americans with Disabilities Act. She explained that this item is covered under Activity #9 and that staff will arrange for an informational presentation on this topic.

Recommendations:

Forward a recommendation to the STA Board to approve the 2016 Draft PCC Workplan.

Rachel Ford recommended to include *Mental Health & Education Fairs under Activity #5 of the 2016 Draft PCC Workplan.*

With a motion by Edith Thomas and a second by Rachel Ford, the PCC approved the recommendation as amended above in *bold and italics.* (9 Ayes, 2 Absent)

10. INFORMATIONAL ITEMS - DISCUSSION

A. One Bay Area Grant (OBAG) Round 2 Update

Robert Macaulay provided an overview of the One Bay Area Grant (OBAG) Round 2 Update. He explained that one of the primary funding programs consists of block grants to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals. He stated that a list of projects and programs funded with OBAG is provided as Attachment A and the second round of OBAG (OBAG 2) will be guided by the criteria provided in Attachment B.

Robert Fuentes suggested that coordination take place between the PCC and the Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC) to discuss OBAG 2 priority projects and funding to form a consensus recommendation.

B. Mobility Management Programs Update

Kristina Holden provided an overview of the Mobility Management Programs Update. She explained that the Travel Training Videos for Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), and Vacaville City Coach are now available on the Solano Mobility website at www.SolanoMobility.org in full versions as well as segmented versions. She stated that the Rio Vista Travel Training Video will be completed after the Outreach and Analysis Study is finalized. Ms. Holden stated that from July 2015 thru February 2016, the Solano Mobility Call Center has received 24 travel training requests.

C. Intercity Taxi Scrip Program FY 2015-16 Quarter 2 Report

Debbie McQuilkin and Philip Kamhi provided an overview of the Intercity Taxi Scrip Program FY 2015-16 Second Quarter Report. She explained that the low-income discount fare could be available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care. Ms. McQuilkin concluded that STA staff is working with the Solano County Department of Health and Social Services to identify passengers that are eligible for this discount fare.

11. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2016 PCC Meetings and Locations

12. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

A summary of future agenda items was provided to the committee.

1. Presentation: Federal Transit Administration Issues Guidance to Public Transportation Agencies on Implementing Americans with Disabilities Act
2. One Bay Area Grant (OBAG) Round 2 Update

Chair Rogers proposed forming a subcommittee or a joint workshop to discuss OBAG 2 priorities.

Ernest Rogers, Lyall Abbott and Rachel Ford volunteered to sit on the subcommittee. Liz Niedziela stated that she will check to see if this needs to be an action item and check with the OBAG schedule to see if a special meeting will be required to be held.

Liz Niedziela commented that in 2014 the STA Advisory Committees met to discuss OBAG 2 priorities where a uniform list was developed and presented to the STA Board. She recommended that the same process be completed for this round of OBAG 2.

13. TRANSIT OPERATOR UPDATES

Ridership Summary

Philip Kamhi provided a ridership summary update.

Dixon Read-Ride:

Vicki Jacobs provided an update on the Dixon Read-Ride service.

Fairfield and Suisun Transit:

None.

Rio Vista Delta Breeze:

Philip Kamhi provided a brief update on the Rio Vista Delta Breeze service.

SolTrans:

Mandi Renshaw provided a brief update on the SolTrans service and promotions.

Vacaville City Coach:

Ivonne Vaughn provided a brief update on the Vacaville City Coach service and promotions.

14. ADJOURNMENT

The meeting adjourned at 3:10 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, May 18, 2016 at the City of Benicia in the Commission Room located at 250 East L Street.**



TRANSIT & RIDESHARE COMMITTEE
Draft Minutes for the meeting of
March 28, 2016

1. CALL TO ORDER

Jack Batchelor, Jr. called the meeting to order at 1:30 p.m. in the Solano Transportation Authority (STA) Conference Room.

Committee Members Present:

Jack Batchelor, Chair	City of Dixon
Osby Davis	City of Vallejo (arrived to the meeting at 1:42 p.m.)
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia

Committee Members Absent:

Mona Babauta	SolTrans Representative
Harry Price	City of Fairfield
Vacant	City of Vacaville

Others Present:

Philip Kamhi	STA
Judy Leaks	STA
Robert Macaulay	STA
Debbie McQuilkin	STA
Liz Niedziela	STA
Elizabeth Richards	Elizabeth Richards Consulting

2. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Alternate Member Hannigan, the Transit and Rideshare committee approved the March 28, 2016 agenda.
 (4 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. CONSENT CALENDAR

A. Minutes of the Transit & Rideshare Committee Meeting of January 25, 2016

Recommendation:

Approve the Transit & Rideshare Committee meeting minutes of January 25, 2016.

On a motion by Board Member Patterson, and a second by Board Member Davis, the Transit and Rideshare Committee approved the recommendation. (4 Ayes, 2 Absent)

5. INFORMATIONAL ITEMS (Discussion)

A. Comprehensive Transportation Plan (CTP) Update – Draft Policies Chapter

Robert Macaulay provided an update on the Comprehensive Transportation Plan (CTP) for the Draft Policies Chapter. He explained that policies are specific action statements that implement Goals which contained clear action words such as shall, will, assign or invest. Mr. Macaulay outlined the draft transit and rideshare element policies. He added that the goals are in draft form, and will be discussed by this committee and the SolanoExpress Intercity Transit Consortium over the next 4 to 6 weeks. He stated that milestones are intermediate steps to help STA and its member and partner agencies determine if they are making progress towards achievement of the element goals. Mr. Macaulay concluded that once comments are received, STA staff will bring the modified policies back for further review and at that time, milestones will also be presented.

Board Member Patterson asked for clarification on “Milestones” versus “Measures”.

The group discussed bus capacity for bicycles, bike sharing and e-lockers.

The group discussed transit performance reports.

Board Member Davis expressed concerns on outreach pertaining to low income.

The committee proposed adding the following language under #7: *(1) No less than a year or annually, the STA will query the transit operators to discuss the options and benefits of consolidation. (2) Will support the expansion of bike share programs in Solano County and throughout the Bay Area.*

By consensus the Transit and Rideshare Committee approved the recommendation as amended above in *bold and italics*. (4 Ayes, 2 Absent)

6. COMMITTEE MEMBER COMMENTS

7. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2016 was presented.

8. ADJOURNMENT

The meeting adjourned at 2:20 p.m. The next Transit & Rideshare committee meeting is scheduled to meet on **Thursday, May 12, 2016 at 1:30 p.m.** at the Solano Transportation Authority.



**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA
Draft Minutes for the meeting of
April 11, 2016**

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine called the meeting to order at 12:00 p.m. in STA Conference Room 1.

Voting Members Present: *In Alphabetical Order by Last Name*

Len Augustine	City of Vacaville
Steve Bird	City of Dixon
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City

Voting Members Not Present: *In Alphabetical Order by Last Name*

Shaun Cunningham	Technical Advisory Committee Representative
Jesse Malgapo	City of Vallejo

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Janet Adams	STA
Nick Burton	County of Solano
Ryan Dodge	STA
Sheila Ernst	STA
Andrew Fremier	STA
Drew Hart	STA
Nathan Hodgens	Congressman Garamendi's Office
Robert Macaulay	STA
Ashley Nguyen	MTC

2. APPROVAL OF AGENDA

Robert Macaulay proposed moving Agenda Item 5 after Agenda Item 6.

With a motion from Board Alternate Member Hannigan, and a second by Board Member Patterson, the Arterials, Highways, and Freeways committee unanimously approved the April 11, 2016 Agenda as amended above in ***bold and italics***. (7 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

A. Minutes of the Arterials, Freeways & Highways Committee Meeting of March 2, 2016

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of March 2, 2016.

With a motion by Board Member Patterson, and a second by Board Alternate Member Hannigan, the Arterials, Highways, and Freeways committee approved the recommendation. (7 Ayes, 2 Absent)

5. PRESENTATION

A. Presentation on Role of Bay Area Toll Authority (BATA)

Andrew Fremier provided a presentation on the Role of Bay Area Toll Authority (BATA).

Board Alternate Member Hannigan asked for clarification on how much money is lost due to vehicles passing through bridge tolls without license plates.

Andrew Fremier responded that between the Bay and the Golden Gate bridges an estimated \$10 million dollars are lost due to no plates or obstructed plates. He explained that MTC is currently working with the California Legislature to get a law passed that requires a unique identifier for every vehicle when it leaves the car lot. He concluded that California is the only state that doesn't require that law.

The group discussed AC Transit, RM3 and election results for regional measure's 1 and 2.

6. INFORMATIONAL ITEMS - DISCUSSION

A. Summary of RM2 Bridge Toll Funding Solano County Projects

Janet Adams provided a presentation on Summary on RM2 Bridge Toll Funding Solano County Projects.

B. Hwy 37 Update

Janet Adams provided a presentation on Highway 37 and outlined the State Route 37 Corridor White Paper.

C. Arterials, Highways and Freeways Element – Draft Goal Gap Analysis

Robert Macaulay provided an overview of the Arterials, Highways and Freeways Element – Draft Goal Gap Analysis. He explained that the State of the System and Goals have been approved by the STA Board. A Goal Gap Analysis has been drafted to show the gap between the current and desired system, and is being presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 for the first time.

7. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2016 was presented.

8. ADJOURNMENT

The meeting adjourned at 1:02 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 1:30 p.m. on May 23, 2016 at the Solano Transportation Authority.

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DATE: April 20, 2016
TO: STA TAC
FROM: Johanna Masiplat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2016

Discussion:

Attached is the STA Board and Advisory meeting schedule for STA Board and Advisory meeting schedule for Calendar Year 2016 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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

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