



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

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

**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, May 25, 2016
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

- 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.)
- 5. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)
 - A. **Minutes of the TAC Meeting of April 27, 2016** Johanna Masiclat
Recommendation:
Approve TAC Meeting Minutes of April 27, 2016.
Pg. 7
 - B. **Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - June 2016 – Vacaville City Coach and STA** Philip Kamhi
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2016-17 Solano TDA Matrix as shown in Attachment B that include Vacaville City Coach and STA.
Pg. 13

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. Development of Proposed Policies for ADA Recertification** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to adopt the STA Policies and Procedures for ADA Recertification as shown in Attachment A.
Pg. 19

- D. Public Safety Education and Enforcement Grant – Round 3** Sarah Fitzgerald
Tgeqo o gpf cvkqp<
Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into an agreement with:
1. The City of Rio Vista for \$25,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3; and
2. The City of Suisun City for \$125,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.
Pg. 27

6. ACTION FINANCIAL ITEMS

- A. Fiscal Year (FY) 2016-17 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Drew Hart
Recommendation:
Forward a recommendation to the STA Board to approve \$340,664 from FY 2016-17 TFCA Program Manager Funds for the Solano Napa Commuter Information Program.
(1:50 – 1:55 p.m.)
Pg. 49

- B. Highway Safety Improvement Program (HSIP) Cycle 8 Grant Authorization for Countywide Systemic Safety Analysis Report Program (SSARP)** Anthony Adams
Recommendation:
Forward a recommendation to the STA Board to authorize the STA Executive Director to apply for HSIP Cycle 8 SSARP funding for the Countywide Systemic Safety Analysis.
(1:55 – 2:00 p.m.)
Pg. 51

- C. Funding Agreement for Replacement of SolanoExpress Vehicles and Development of SolanoExpress Alternative Fuels Vehicle Purchase Policy** Philip Kamhi
Recommendation:
Forward a recommendation to the STA Board to authorize STA staff to develop funding agreements for the initial set of eleven SolanoExpress vehicles with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) in coordination with STA's Development of Alternative Fuels Policy for the purchase of SolanoExpress vehicles.
(2:00 – 2:05 p.m.)
Pg. 53

7. ACTION NON-FINANCIAL ITEMS

- A. STA's Overall Work Plan for FY 2016-17 and FY 2017-18** Daryl Halls
Recommendation:
Forward a recommendation to the STA Board to adopt the STA's Overall Work Plan for FY 2016-17 and FY 2017-18 as shown in Attachment A.
(2:05 – 2:10 p.m.)
Pg. 101
- B. Arterials, Highways and Freeways Element – Draft Goal Gap Analysis** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Element – Goal Gap Analysis provided as Attachment A.
(2:10 – 2:15 p.m.)
Pg. 149
- C. Solano Napa Travel Demand Model Update** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the activity-based Solano Napa Travel Demand Model.
(2:15 – 2:20 p.m.)
Pg. 159
- D. Draft Solano Priority Conservation Area (PCA) Assessment and Implementation Plan** Drew Hart
Recommendation:
Forward a recommendation to the STA Board to release the Solano Priority Conservation Area (PCA) Assessment and Implementation Plan for a 30-day public comment period.
(2:20 – 2:25 p.m.)
Pg. 203

8. INFORMATIONAL ITEMS – DISCUSSION

- A. Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for FY 2016-17 and FY 2017-18** Debbie McQuilkin
(2:25 – 2:30 p.m.)
Pg. 209
- B. Comprehensive Transportation Plan (CTP) Public Outreach Update** Robert Macaulay
(2:30 – 2:35 p.m.)
Pg. 221

- | | |
|---|------------------|
| C. MTC’s Plan Bay Area Update
(2:35 – 2:40 p.m.)
Pg. 225 | Robert Macaulay |
| D. State Route (SR) 37 Corridor Update
(2:40 – 2:45 p.m.)
Pg. 267 | Robert Guerrero |
| E. Status of STA Programming and Project Delivery Activities
(2:45 – 2:50 p.m.)
Pg. 275 | Anthony Adams |
|
NO DISCUSSION | |
| F. Legislative Update
Pg. 279 | Jayne Bauer |
| G. Complete Streets Process in Solano County
Pg. 289 | Drew Hart |
| H. Comprehensive Transportation Plan (CTP) Transit and Rideshare Element Performance Measures and Milestones
Pg. 307 | Robert Macaulay |
| I. Summary of Funding Opportunities
Pg. 321 | Drew Hart |
| J. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 325 | Johanna Masiplat |
| K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016
Pg. 335 | Johanna Masiplat |

9. UPCOMING TAC AGENDA ITEMS

June 2016

- A. SolanoExpress Marketing Update
- B. CTP Public Input Update
- C. Development of Maintenance of Efforts for Proposed Local Streets and Roads Funding
- D. Update on Five Priority Development Areas (PDAs) Studies
- E. Solano Mobility Program Update
- F. OBAG 2 Update
- G. SolanoExpress Service Plan and Capital Improvements

July – No Meeting (Summer Recess)

August/September 2016

- A. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- B. Safe Routes to School (SR2S) Program Update
- C. Solano Annual Pothole Report – 2015-16

- D. OBAG 2 Priorities
- E. CTP Elements
- F. Caltrans' SMART Mobility Plan
- G. I-80 Freeway Performance and SoHIP Update

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, June 29, 2016.**

This page intentionally left blank.



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

1. CALL TO ORDER

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

TAC Members Present:

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

TAC Members Absent:

Joe Leach	City of Dixon
Tim McSorley	City of Suisun City

STA Staff and Others

Present:

(In Alphabetical Order by Last Name)

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

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

▪ **OBAG 1 Update**

Presented by: Anthony Adams

5. CONSENT CALENDAR

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

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

Recommendation:

Approve TAC Meeting Minutes of March 30, 2016.

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

Recommendation:

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

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

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

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

Recommendation:

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

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

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

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

7. ACTION NON FINANCIAL ITEMS

A. Legislative Update

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

Recommendation:

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

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

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

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

The TAC reviewed the various examples of currently adopted policies by several adjacent counties who have identified their Maintenance of Effort requirements. STA staff explained that the term “maintenance of effort” (MOE) is being used to describe that jurisdictions must continue funding roadway maintenance at the same level they were prior to receiving any new revenue from a new proposed local funding source. Graham Wadsworth summarized the MOE for Napa’s local streets and roads measure. Issues were raised and discussed pertaining to accounting for use of local sales tax in five of seven cities that may not be consistent year to year. The recent loss of state excise based tax revenues and what was specified revenue should be included. Daryl Halls indicated the Solano City Managers would also be discussing this issue at their meeting in May.

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

8. INFORMATIONAL – DISCUSSION

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

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

B. Comprehensive Transportation Plan (CTP) Public Outreach Update

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

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

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

D. Regional Transportation Plan (RTP) Project Assessment

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

E. Status of STA Planning Activities

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

F. Regional Transportation Impact Fee (RTIF) Update

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

G. Bicycle and Pedestrian Priority Projects Funding

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

H. Bike/Ped Counter One Year Summary Report

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

NO DISCUSSION ITEMS

I. Summary of Funding Opportunities

J. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for May through July 2016 were presented.

10. ADJOURNMENT

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

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

This page intentionally left blank.



DATE: May 5, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - June 2016 – Vacaville City Coach and STA

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

The Solano FY 2016-17 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The initial TDA matrix for FY 2016-17 (Attachment B) is scheduled to be submitted to the STA Board for approval on June 8, 2016.

The TDA Matrix is based on MTC's Fund Estimate dated February 24, 2016. STA includes FY 2015-16 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2016). To date, STA has not been advised of any allocations or returns since the cut-off date.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2014-15 audited amounts were reconciled to the estimated amounts for FY 2014-15. The reconciliation amounts and the estimated amounts for FY 2016-17 are merged to determine the cost per funding partner.

Discussion:

For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the total amount owed in FY 2016-17. The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16. This increase is due to a number of factors, including an increase operating costs and a decrease in fare revenue for FY 2016-17. Additional RM-2 funding of \$738,000 offsets some of the subsidy needed in FY 2016-17. The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17 by approximately \$460,000.

For FY 2016-17, the following two TDA claims being brought forward for review are:

Solano Transportation Authority

STA is planning to request \$907,605 in TDA funds. TDA funds in the amount of \$481,422 will be used for transit programs, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against the Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds from all the members of the Intercity Taxi Scrip funding agreement in the amount of \$40,000 will be claimed against the Solano County TDA share for Faith in Action’s program to provide medical transportation for seniors. TDA funds in the amount of \$336,183 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding Intercity Taxi Scrip Program contributions from each jurisdiction. STA’s TDA claim amounts are included in Attachment B.

City of Vacaville

The City of Vacaville is planning to claim \$2,109,904 in their local TDA funds. TDA funds in the amount of \$1,019,904 will be used for operating, and \$1,090,000 will be used for capital projects.

Vacaville’s capital projects include:

- Continuation of the City’s annual transit amenities installation program (including bus shelters, transit information kiosks, solar bus shelter lighting, map cases, bus benches and trash receptacles and an asset management system)
- Compressed Natural Gas (CNG) system upgrades to their 2010 New Flyer buses
- Bus driveway improvements to the Transit Yard.

The City of Vacaville’s TDA claim amounts are included in Attachment B, the TDA Matrix. Both the STA’s and Vacaville’s TDA claims are scheduled for the June 8th meeting of the STA Board.

Additional TDA claims from agencies will be brought to the Consortium meeting of June 28th and added to the TDA Matrix in preparation for the STA Board meeting on July 13, 2016. TDA claims received after June 30, 2016 will be brought to the Consortium in August and STA Board in September.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning and coordination. With the STA Board approval of the June TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by Vacaville City Coach from their local TDA funds and STA.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2016-17 Solano TDA Matrix as shown in Attachment B that include Vacaville City Coach and STA.

Attachment:

- A. FY 2016-17 TDA Fund Estimate for Solano County
- B. FY 2016-17 Solano TDA Matrix for June 2016

This page intentionally left blank.

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

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

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

TDA APPORTIONMENT BY JURISDICTION

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

- 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.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY2016-17 TDA Matrix

WORKING DRAFT

11-May-16

FY 2016-17

AGENCY	TDA Est from MTC, 2/24/16	Projected Carryover 2/24/16	Available for Allocation 2/25/16	FY2015-16 Allocations / Returns after 1/31/16	Paratransit		Local Transit					Intercity						STA Planning	Other / Swaps	Transit Capital	Total	Balance				
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt 78	SolTrans Rt 80	SolTrans Rt 85						FAST Rt 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal	
					(2)																		(4)	(4)	(6)	(7)
Dixon	745,767	1,043,730	1,789,497		5,000								\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651			\$ 139,696	1,649,801
Fairfield	4,355,601	1,291,497	5,647,098		40,000								\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337			\$ 779,943	4,867,155
Rio Vista	318,930	301,011	619,941		5,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,038			\$ 14,038	605,903
Suisun City	1,124,528	104,323	1,228,851		0								\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 276,813	952,038
Vacaville	3,686,482	6,913,032	10,599,514		70,000	268,819				751,085			\$ 119,265	\$ 157,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	7,808,622
Vallejo/Benicia (SolTrans)	5,736,777	1,169,941	6,906,718		85,000								\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364			\$ 779,633	6,127,085
Solano County	753,163	1,167,023	1,920,186		131,183								\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 21,862	\$ 40,000		\$ 346,883	1,573,303
Total	16,721,248	11,990,557	28,711,805	0	336,183	268,819	0	0	0	751,085	0	\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	\$ 386,948	\$ 1,618,038	\$ 492,350	\$ 481,422	\$ 90,000	\$ 1,090,000	\$ 5,127,897	\$ 23,583,908	

NOTES:

Background colors on Rt. Headings denote operator of intercity route
Background colors denote which jurisdiction is claiming funds

- (1) MTC February 24, 2016 Fund Estimate; Reso 4220; columns I, H, J
- (2) STA will be claimant. Amounts subject to change.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with FY2016-17 Intercity Transit Funding Agreement and FY2014-15 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; approved by TAC April 27, 2016.
- (7) Suisun City amount to be claimed by STA for Suisun Amtrak station maintenance; Solano County amount to be claimed by STA for Faith in Action
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: May 11, 2016
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Development of Proposed Policies for ADA Recertification

Background:

During the Solano County Coordinated Short Range Transit (SRTP) conducted in 2012, the Metropolitan Transportation Commission (MTC) recommended that the Solano County Coordinated SRTP examine five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

The Eligibility Determination of ADA Paratransit was included in the Request for Proposals for the Solano Mobility Management Plan and in the contract with Paratransit Inc. for this work. The STA, in collaboration with the Transit Operators and advisories committees, worked together in developing an in-person eligibility and certification process that will make more precise ADA eligibility determinations. The program was launched by STA July 1, 2013. The lengthy paper-based application process was replaced with a more personalized in-person process where a qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed route transit. The process become more applicant friendly by eliminating the requirement for the Medical verification from a health care professional. Also, ADA eligibility assessment centers are located in each city throughout Solano County, and complimentary paratransit rides to and from the assessment center are provided for the applicant upon request. ADA eligibility certification is valid for three years.

The primary goals of Solano Countywide In-Person ADA Eligibility and Certification process was to ensure an accurate and consistent eligibility process in completed countywide for paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options.

Discussion:

July 2016 will complete three years of operating of the Solano Countywide In-Person ADA Eligibility Program. This means that everyone currently in the ADA eligible system prior to the establishment of Countywide ADA Eligibility Program would have been through the in-person eligibility process. Those individuals that received their ADA eligibility in July 2013 will need to be recertified beginning in July 2016.

Staff has estimated that 25% (774) of the ADA In-Person assessments in the first two and a half years of the program have been recertifications.

STA staff worked with Nelson and Nygaard to develop draft policies and procedures to make the recertified process more cost effective for STA and the transit operators and easier on the program (Attachment A). This item was presented to the Consortium to review, provide comments, and feedback last month.

At the meeting, the Consortium requested STA staff to see what other agencies use the proposed 80 year old criteria for recertification and what percentage of current ADA certified Solano residents are 80 years or older.

CARE Evaluator provided that their current contracts with SamTrans, OCTA ACCESS, Access LA, City Santa Rosa, and Valley Metro in Phoenix and all use the 80 year old criteria for auto renewal recertification. Nelson and Nygaard stated the Chicago uses the age of 75 and Reno uses the age of 85.

There are currently 3,399 ADA certified residents in Solano County. Out of the 3,399, 912 are 80 years or older, which is about 27%.

To eliminate unnecessary inconvenience for riders and to lower the cost of eligibility determination, STA staff developed a determination process to unconditionally eligible riders whose functional ability is not expected to change over time. According to Topic Guide for ADA Transportation, it states "FTA made a similar finding, acknowledging that the ADA permits periodic recertification of all riders, but pointing out: "waiving recertification for certain customers whose inability to use the fixed route is unlikely to change can avoid associated costs and inconvenience to customers." (<http://dredf.org/ADAtg/elig.shtml#recertification>).

As proposed by STA, the auto renew will benefit the operators, the STA, and the consumers. The operators will be providing less trips to and from the assessment sites. Currently, 55% of the ADA assessments are provided complimentary paratransit trips. It is estimated that this could result in an annual savings of \$14,190 to the transit operators. The cost per passenger trip is \$43 which is based on the average passenger trip cost between the three main operators according to their 2014 National Transit Database (NTD) at approximately 330 one way trips. The STA is projected to save approximately \$138 for each renewal with a potential annual savings of \$47,400. The consumer eligibility for the auto renewal process will be provided with a short application (Attachment B) to fill out and mail back to complete the renewal process which is more convenient to the ADA certified resident.

Fiscal Impact:

The estimated cost of the Countywide ADA In Person Assessment program is approximately \$189,600 funded with State Transit Assistance Funds (STAF) Regional Paratransit. Potential cost savings of approximately \$41,400 annually if 25% of the assessment are auto renewal based on 12,000 assessments a year. Also, potential annual cost savings of \$14,190 to the transit operators

Recommendation:

Forward a recommendation to the STA Board to adopt the STA Policies and Procedures for ADA Recertification as shown in Attachment A.

Attachment:

- A. Draft Solano ADA Recertification Policy
- B. Sample Recertification Letter

This page intentionally left blank.

Solano ADA

Recertification Policy

Auto recertification allows the applicant to renew ADA paratransit services eligibility with just an informational update (mail-in Auto Renewal Application) without requiring a functional evaluation. A determination of auto-renewal is given when:

Unrestricted eligibility has been determined and one of the following.

- a. Auto renewal is not appropriate for determination of restricted or temporary eligibility.
1. The applicant's functional ability is not expected to change over time, with training, new medical treatments, or a change in assistive device. This can be due to:
 - a. Permanent and severe cognitive impairments such as advanced dementia or a profound intellectual disability that requires constant supervision.
 - b. Some physical impairment (s) such as a severe physical disability with complex medical needs that require constant monitoring and/or possible intervention even during travel with minimal expectation for improvement.
 - c. A combination of visual, physical, or cognitive impairments, including diagnosis, prognosis, mobility aid and lack of independent mobility such that the possibility for independent mobility in the future is extremely unlikely.

~~2. If unrestricted eligibility has been determined and the applicant is at least 80 years of age.~~

Auto Recertification Guidelines

Here are some examples of applicants appropriate for auto-renewal whose functional ability is not expected to change over time, with training, or a change in assistive device, and already found to have unrestricted eligibility.

- An applicant with severe developmental delay.
 - These applicants are generally non-verbal and will not respond to your questions.
- An applicant with cognitive impairment due to Alzheimer's disease or dementia (assumes conditions are progressive).
- An applicant who is 70 years old with macular degeneration (severe vision loss) and a physical impairment requiring a walker for ambulation. Their functional ability is not expected to change because:
 - They require a walker for ambulation and they would be unable to simultaneously hold a white cane.
 - It is also unlikely that they would be able to use a white cane if their assistive device changed to a power wheelchair.
 - It is unlikely that a combination of their physical and visual impairments would allow them to be trained to use a white cane through orientation mobility training.
 - An applicant of this age with a walker would not be given a guide dog, because a guide dog requires the physical ability to handle it.
- An applicant with muscular dystrophy who already uses a power wheelchair.
 - If the applicant is unable to lift their arms off of the armrests, they would be unable to push a crossing signal actuator and this would not change as the condition is progressive.
- The applicant has a diagnosis that is either severely degenerative in nature such as ALS or Parkinson's, or is unlikely to improve such as a high level severe spinal cord injury that occurred more than 5 yrs ago; and is using a manual or power wheelchair; and has very minimal to no independent mobility with no reasonable expectation for this to improve.
- Applicants with complete or near complete blindness with a hearing impairment.
 - In the absence of any visual information, a person with a visual impairment needs to be able to hear the direction of the traffic flow in order to cross a street safely.

- An applicant with a high cervical cord injury who requires an assistant to travel with him to regularly suction his airway.

Automatic renewal may **NOT** be appropriate for:

- Applicants in a manual chair, or who use a cane or walker.
 - **Reason:** Functional ability may change with the acquisition of a power wheelchair.
- Applicants with a recent brain injury.
 - **Reason:** Recovery from a brain injury can take over a year, and there can be continual improvements over time.
- Applicants who have had a stroke.
 - **Reason:** Functional ability may change with the acquisition of a power wheelchair.
- Applicants with mild to moderate developmental delay.
 - **Reason:** Easter Seals has been able to train people with moderate developmental delay simple trips on standard public, transportation.
- Applicants with a visual impairment and no difficulty walking.
 - **Reason:** These applicants may learn at least some trips on standard public transportation through orientation mobility training with a white cane.
- Applicants with a visual impairment and have had some orientation mobility training.
 - **Reason:** Even if these applicants state the inability to travel independently, they may still learn at least some trips on standard public transportation through further orientation mobility training with or without a white cane. Some individuals require more training and practice to learn to travel independently.
- An applicant with limited arm range of movement and is unable to push a crossing signal actuator (in this case the applicant has some arm ROM),
 - **Reason:** There are power wheelchairs made that elevate and could potentially allow the applicant to push a crossing signal actuator.
- An applicant in a power wheelchair with a marginal blood oxygen saturation who reports having and using oxygen, but does not have an oxygen tank with them today.
 - **Reason:** People can and do use public transportation in power wheelchairs with supplemental oxygen.



(Generate Client's Name Here)
(Generate Client's ADA # Here)
(Generate Client's Mailing Address Here)

Auto Renewal Application

1. Are you still interested in using DART Paratransit Services?

Yes No

2. Our records show your disability is (Insert Diagnosis Stg.1 pg1 here). Has this changed?

Yes No

If yes, please explain.

3. Has your mailing address changed from the address on this form?

Yes No

If yes, please write your new address.

4. Is your home address is different than your mailing address? If so, please list below.

5. Please provide us with your current phone number.

6. Do you require a Personal Care Attendant (PCA) when traveling on public transit?

Yes No Sometimes

7. Do you currently use a mobility device?

Yes No Sometimes

(If yes or sometimes, please check all that apply.)

- Cane Walker Braces Manual wheelchair Power wheelchair
- Scooter Service animal White cane Oxygen tank
- Other _____

8. Name of Emergency Contact Person: _____

Relationship: _____

Phone Number: _____

I certify that the information on this form is true and correct. I promise to notify DART Paratransit Services if my condition changes, if I move to a new address, or if I get a new mobility device.

Date: _____

Signature of customer or authorized representative

Print Name



DATE: May 18, 2016
TO: STA TAC
FROM: Sarah Fitzgerald, Program Administrator
RE: Public Safety Education and Enforcement Grant – Round 3

Background:

The STA's Safe Routes to School (SR2S) program encourages students to walk and bike to school and supports these activities with education and encouragement events throughout the year. The program brings together city planners, traffic engineers, police, and public health experts to create safer, less congested routes to school. The STA also supports a variety of engineering and enforcement strategies. The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely.

The first SR2S Public Safety Enforcement Grant was piloted in 2011 by the City of Suisun City and the City of Fairfield. Program tasks and activities in the pilot included: development of crossing guard training materials and DVD, bike rodeo instructional DVD, bike rodeo and event assistance and support, coordination with schools, and directed enforcement at schools.

The second round of SR2S Public Safety Enforcement Grants were awarded in 2014 to the City of Rio Vista and the City of Vacaville in the amounts of \$30,360 and \$60,000, respectively. The City of Rio Vista's activities included purchasing electronic portable speed and messaging boards, participating in International Walk to School Day, and attending school PTA meetings and assemblies regarding traffic safety. The City of Vacaville's tasks included updating the crossing guard manual and DVD, and directed enforcement around schools. Both enforcement grants will conclude at the end of this current school year.

At the February 16, 2016 meeting, this committee recommended to release a Request for Proposals for the third round of this grant. The scope of the grant will cover 2 school years 16/17 and 17/18. Applying agencies were asked to submit a letter of interest for an amount up to \$150,000 detailing how they would use to money to meet the objectives of the grant. Eligible activities include:

- Organize and facilitate public safety educational opportunities for parents and students to identify successful self-enforcement strategies and messaging.
- Support SR2S staff and parents with identifying and solving enforcement issues at schools in the SR2S Program.
- Implement strategies to measure effectiveness of enforcement program (e.g., pre/post surveys, and traffic counts, ticket data, speed data, etc.).
- Attend and encourage SR2S events (Walking School Bus, Walking Day, Bike Rodeos, etc.)

Also at the February 16, 2016 meeting, this committee appointed a subcommittee comprised of SR2S staff, SR2S-AC Chair Jim Antone and SR2S-AC enforcement representative Lt. Mike Green of the Benicia Police Department to review the letters of interest.

Discussion:

Letters of interest for the Education and Enforcement Grant, Round 3, were received by STA on April 7, 2016 from the City of Rio Vista Police Department (RVPD) for \$25,000 and from the Suisun City Police Department (SCPD) for \$125,000.

The letter of interest from RVPD included the following tasks that will be completed if awarded funding:

- Community Safety Fair: This will include staffing, equipment, coordination with multiple agencies concentrating on safety, include a bike rodeo, Bike Mobile for repairs of bicycles, purchase and provide traffic safety materials, helmet education and distribution
- Directed Enforcement during school drop off and pick up hours
- School Presentations/Rallies, Meeting with PTA groups, Officer Involvement in Walk to School day Events
- Printing Traffic Safety Flyers/Handouts
- Participate in Stakeholder Meetings

The letter of interest from SCPD included the following tasks that will be completed if awarded funding:

- Hire a School Safety Traffic Officer (SSTO) dedicated to the SR2S program to perform duties such as: attend SR2S events including Walk/Bike to School Days, Bike Rodeos, Safety Assemblies, attend coffee with principals meetings to discuss traffic safety, conduct safety presentations at back to school nights, and other appropriate events
- Participate in crossing guard training programs
- Directed enforcement during school drop off and pick up hours
- Produce a safe driver information campaign that could be replicated and shared with other jurisdictions
- Implement a bicycle safety helmet program, including a diversion program for students cited for not wearing a helmet

On April 14, 2016, the SR2S Advisory Enforcement Grant subcommittee met to review the letter of interests submitted. The subcommittee agreed to request that both agencies submit a formal proposal for the grant funding. The subcommittee requested that both agencies include the following additional information in their formal proposal:

RVPD

- Following the recent successful Pedestrian Decoy Operation at the crosswalk at Hwy. 12 and Gardiner Lane, would you consider conducting a second operation after the crosswalk improvements are complete and provide a before/after comparison?
- Please provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at DH White and Riverview Middle schools.
- Please include assisting the SR2S program with identifying and recruiting volunteers for a Walking School Bus.

SCPD

- Provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at schools throughout Suisun City.

- Provide the estimated number of safety assemblies and bike rodeos the Suisun City PD will deliver during the duration of this grant.
- Regarding the Safe Driver Flyer you propose to produce, the subcommittee would like you to consider expanding this effort to encompass a “Distracted Road User” education campaign, recognizing that distracted drivers, pedestrians and bicyclists can create traffic hazards.

The formal proposals from both agencies are attached. The proposals addressed the questions from the subcommittee. On May 18, 2016, the SR2S Advisory Committee voted to forward a recommendation to the STA TAC and Board to authorize the STA Executive Director to enter into agreements with the Cities of Rio Vista and Suisun City for the SR2S Public Safety Education and Enforcement Grant – Round 3.

Fiscal Impact:

STA will enter into funding agreements with successful applicants for a total amount not to exceed \$150,000 funded by One Bay Area Grant (OBAG) funds.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into an agreement with:

1. The City of Rio Vista for \$25,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.
2. The City of Suisun City for \$125,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.

Attachments:

- A. Proposal from City of Rio Vista Police Department
- B. City of Rio Vista Police Department Scope of Work
- C. Proposal from City of Suisun City Police Department
- D. City of Suisun City Police Department Scope of Work

This page intentionally left blank.



50 POPPY HOUSE ROAD, RIO VISTA, CA 94571 | T: 707-374-6366 | F: 707-374-6217
GREGORY BOWMAN – CHIEF OF POLICE

May 5, 2016

Solano Transportation Authority
Attn: Judy Leaks, Rideshare and School Division Manager
1 Harbor Center Suite 130
Suisun City, CA 94585

Re: SR2S Public Safety Enforcement Grant – Formal Proposal
City of Rio Vista – Grant Funding, Fiscal Year 2016-2018

Ms. Leaks,

The City of Rio Vista submits this Formal Proposal to the Solano Transportation Authority (STA) Safe Routes 2 School Public Safety Enforcement Grant Program for consideration of grant funding in support of STA and City Objectives.

Solano Transportation Authority – Grant Formal Proposal
City of Rio Vista – Grant Funding, Fiscal Year 2016-2018

Project Title:	Public Safety Education and Enforcement Campaign
Project Applicant:	City of Rio Vista
Project Manager:	Julie Gorwood, Commander
Contact Info:	jgorwood@riovistapd.com 707-374-6366 Office 707-507-9268 Cell

Project Description and Purpose

The project proposal includes elements of Education and Enforcement, as well as the implementation of previously recommended traffic safety improvements:

- Increasing community awareness for pedestrian and bicycle safety;
- Encouraging more students to walk and ride bicycles;
- Facilitating a safe pedestrian and bicycle environment through education and enforcement efforts.

This project stems from previously identified needs to facilitate the safe travel of Rio Vista's youth in walking and biking to school. To that primary goal those previous assessments identified infrastructure upgrades necessary to ensure safety of our youth and to which the City of Rio Vista has struggled to identify funding to complete. Specifically this project hopes to achieve an increase in students riding/walking to school, a reduced perception of traffic-related concerns around the identified schools, and increased awareness of students and parents.

Partners

Such an endeavor cannot be successful based on the efforts of one agency or entity; the project(s) outlined in this proposal can only achieve success through the continued partnership of the City of Rio Vista and the River Delta Unified School District (RDUSD). These stakeholders communicate regularly and are committed to the necessary partnership to facilitate a safe commuting environment for Rio Vista's youth. If successful in this grant cycle we anticipate monthly stakeholder meetings to round-table and discuss observations, learning opportunities and identify adjustments to strategy in maximizing effectiveness.

We also envision at least two (2) parent meetings, held in conjunction with regularly scheduled school-calendared functions to provide educational material and personal availability to parents seeking clarification on the programs.

Scope of Work

As outlined in the original Letter of Interest our project will focus on Education, Enforcement, and past Project Implementation.

EDUCATION

- School Rallies – Working in conjunction with school staff the partners shall provide rallies/assemblies at D.H. White Elementary and Riverview Middle Schools within the first 60 days of the school year to educate and inform students on the core messages of bicycle/skateboard/pedestrian safety and the compliance with helmet laws.
- The hosting of the Annual Safety Fair, an multi-jurisdictional event designed to work with Safe Routes 2 School and local public safety agencies to provide a combined event focusing on pedestrian and bicycle safety, including a Bicycle Rodeo. This year we plan to include traffic safety component for our senior drivers. Since the largest segment of the City of Rio Vista's population is 55 and older, it is beneficial to provide traffic safety education directed at this demographic since they drive through the neighborhoods around the schools. Regular traffic safety education would not reach this population through normal information sharing through the schools.

ENFORCEMENT

- These efforts, as mentioned above will be tailored to:
 - o Enhance awareness through visibility and direct contact with students

- Provide visible deterrence to traffic violators through traditional enforcement efforts culled from applicable traffic counts/studies.
- Directed traffic safety enforcement and education operations during hours of school pick up and drop off times.

The enforcement efforts will be an ongoing project and will be re-evaluated periodically after examination of traffic data and stakeholder meetings.

STA Specific Comments

1. *Following the recent successful Pedestrian Decoy Operation at the crosswalk at Highway 12 and Gardiner Lane, would you consider conducting a second operation after the crosswalk improvements are complete and provide a before/after comparison?*
 - a. Staff will collect traffic data of all Pedestrian Decoy Operations conducted before the crosswalk improvements are complete in order to show the statistics before and after results.
 - b. It is anticipated that the improvements to the crosswalk will be completed by the end of summer 2016. Since the crosswalk at Highway 12 and Gardiner Way is the main concern for having their children walk or bike to school it will be beneficial to see if the improvements to the crosswalk has a measurable effect. As a part of our directed enforcement efforts during school drop off and pick up times, we plan to conduct at least two Pedestrian Decoy Operations per school year.
2. *Please provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at DH White and Riverview Middle School?*
 - a. The grant funds provided by the Safe Routes 2 School grant will enable the department to schedule the appropriate amount of staff to conduct targeted enforcement operations. Due to limited regular patrol staffing and no dedicated traffic enforcement unit, the funds will allow for these types of directed enforcement and operations to occur and be successful. Our last operation combined pedestrian crosswalk enforcement, bicycle helmet violation and distribution, plus school bus violation enforcement and education. The funds will also allow for parking enforcement to be conducted by our part-time community services officer during school pick-up times.
 - b. The funds will allow for the color printing of traffic safety materials to distribute to students and parents at both schools.
 - c. The funds will allow for patrol officers and CSO to participate in school rallies and assemblies. The success of the most recent rally at Riverview Middle school is a good example of the great interaction between law enforcement officers and students. It allowed for a creative and fun way to educate the importance of traffic safety through skits and interactive

participation. Jelly Belly packs of jelly beans as rewards for questions and answers increased participation and excitement from the students.

3. *Please include assisting the SR2S program with identifying and recruiting volunteers for Walking School Bus.*

- a. The Rio Vista Police Department wants to work in coordination with the SR2S program to find volunteers for the Walking School Bus program. With the assistance of our ViPS, we plan to identify volunteers from the community to make the program successful.

The City of Rio Vista looks forward to further participation in this beneficial program and the continued relationship toward furthering the safety of our community's youth.

Regards,

Julie C. Gorwood

Julie Gorwood
Police Commander

Public Safety Education and Enforcement Grant – Round 3
Proposed Work Scope and Budget

City of Rio Vista

Task A.	Community Safety Fair	
Community Safety Fair: This will include staffing, equipment, coordination with multiple agencies concentrating on safety, purchase and provide traffic safety materials, helmet education and distribution. Work with S2S2 to include a bike rodeo and the Bike Mobile for repairs of bicycles.		
Staff Time (hours)	60	3,600
Materials		3,400
Total Task A		\$7,000
Task B.	School Presentations and Parent Education & Traffic Safety Flyers	
School Presentations/Rallies, Meeting with PTA groups, Officer Involvement in Walk to School Day Events. Assist SR2S program in recruiting volunteers for a Walking School Bus. Provide a minimum of one school presentation at DH White and Riverview Middle.		
Staff Time	23 hours	\$1400
Materials/Printing	\$300/per year	\$600
Total Task B		\$2,000.00
Task C.	Stakeholder round-table meetings (monthly or bi-monthly)	
Invite Safe Routes to School staff to these meetings to discuss observations, learning opportunities and identify adjustments to strategy.		
Staff Time (hours)	14 hours	\$800
Materials		\$200
Total Task C		\$1,000.00
Task D.	Direct Enforcement Before and After School	
Include a pedestrian decoy operation (identical to the operation that occurred in Spring 2016) after the Highway 12 and Gardiner Way Crosswalk Improvement Project is complete and provide a before/after comparison.		
Staff Time (hours)	220 Hours	\$13,400
Materials/Printing		\$600
Safety Equipment		\$1,000
Total Task D		\$15,000.00
Total Enforcement Grant funds requested		\$25,000.00

Staff time will be reimbursed up to \$60/hr, including salary, overtime and benefits

Evaluation

Submit a log of citations and/or verbal warnings from targeted enforcement efforts around the schools.

School surveys – SR2S staff requests hand tally surveys from all schools in Solano County every October and May. As part of this enforcement grant, Rio Vista Police Department will work with SR2S staff and Rio Vista schools to promote the hand tally survey in October and May to ensure participation.

General Guidelines

Inform SR2S staff of date and time of school visits, monthly or bi-monthly stakeholder meetings, Children’s Safety Fair and invite SR2S staff to participate and/or attend all events.

All flyers, printed materials and other materials developed as part of this grant, must be approved by SR2S staff. All materials must include the SR2S logo.



Task A.	Education & Encouragement Activities	
Walk to School Day Events, Walking School Bus/Walking Day Launch, Bike Rodeo Community Events and Coffee with the Principal meetings to discuss traffic safety issues. Provide educational opportunities for both parents and students. These programs are diverse and include in-class presentations, assembly presentations, bicycle rodeos and morning announcements. Provide educational programs at city and other public events, where appropriate. To maximize effectiveness, make use of STA's bicycle rodeo trailer and handout material.		
Assemblies: 4 (1 per school) x 2 years = 8 Bicycle Rodeos: 3 (1 per school) x 2 years = 6		
Staff Time (hours)	2621	
Materials/Printing		
Safety Equipment		
Total Task A	2621	

Task B.	Distracted Road User Education Campaign	
Recognizing traffic hazards caused by distracted drivers, pedestrians and bicyclists, produce a safe road user flyer/handout for driver, pedestrian and bicyclist safety around the schools. This will be shared with other agencies in the county and be customizable for their jurisdictional needs/issues.		
Staff Time	166	
Materials/Printing		
Total Task B	166	

Task C.	Helmet Diversion Program	
The School Safety Traffic Officer (SSTO) will provide diversion classes for juveniles cited for not wearing a bicycle helmet. Under the program, cited juveniles (first time offenders) are offered the option of attending a bicycle helmet safety class in lieu of appearing in Juvenile Court.		
Staff Time (hours)	208	
Materials/Printing		
Total Task C	208	

Task D.	Directed Enforcement Before and After School	
Staff Time (hours)	1128	
Total Task D	1128	

Task G.	Project Evaluation	
Staff Time (hours)	125	
Total Task G	125	

Total Enforcement Grant funds		\$125,000
--------------------------------------	--	------------------

Staff time will be reimbursed up to actual incurred costs, including salary, overtime and benefits, not to exceed the total grant funded amount.

Evaluation

Submit a log of citations and/or verbal warnings from targeted enforcement efforts around the schools.

Submit a log of the number of participants in the helmet diversion program.

Distracted Road Users Campaign Flyers: Include a quiz question at the bottom of the flyer. Respondents can send in their answer and can be included into a prize drawing. Submit the number of people who entered into the prize drawing.

School surveys – SR2S staff requests hand tally surveys from all schools in Solano County every October and May. As part of this enforcement grant, the City of Suisun City will work with SR2S staff and Suisun City schools to promote the hand tally survey in October and May to ensure participation.

General Guidelines

Inform SR2S staff of date and time of school visits and invite SR2S staff to participate and/or attend all events.

All flyers, printed materials and other materials developed as part of this grant, must be approved by SR2S staff. All materials must include the SR2S logo



The Suisun City Police Department

*Solano Transportation Authority
Safe Routes to School (SR2S) Solano County*

Safe Routes to School Public Safety Education and Enforcement Grant Proposal

“Come walk and bike with us!”



2016

PROJECT INFORMATION

Project Title: Solano County Safe Routes to School (SR2S) Education and Enforcement Initiative

Applicant: Suisun City Police Department
701 Civic Center Blvd.
Suisun City, CA 94585

Project Manager: Andrew White, Commander
Suisun City Police Department
707-421-7383 (office)
707-422-8074 (fax)
awhite@suisun.com

Other Contacts: Daniel Healy, Sergeant, Special Operations
Suisun City Police Department
707-421-6684 (office)
707-422-8074 (fax)
dhealy@suisun.com

PROJECT NARRATIVE

BACKGROUND & PROBLEM STATEMENT

A successful Safe Routes to School (SR2S) program is a sustained effort that involves bringing the right mix of people together, identifying critical issues, and finding ways to improve walking and bicycling conditions. SR2S programs can improve safety not just for children, but for a community of pedestrians and bicyclists. In Solano County, this program was launched in 2008 and has now expanded to include all schools in the County. According to the National Center for Safe Routes to School Program, enforcement activities by Public Safety Agencies can help to change unsafe behaviors of drivers, bicyclists, and pedestrians and is a complementary strategy in any innovative SR2S program. Furthermore, SR2S enforcement does not just involve police officers; many different community members must take part including students, parents, school personnel, and adult school crossing guards. *A collaborative “best practice” enforcement program shared by all Solano County Public Safety Agencies would significantly impact the success of the SR2S program in the County.*

NEED STATEMENT

The California Department of Education states, “Thirty years ago, more than 60 percent of all California children walked to school.” Walking or biking to school gives children a sense of freedom and responsibility, provides exercise, curbs childhood obesity rates, and provides children the opportunity to arrive at school alert, refreshed, and ready to start their day.

The funding from this program is needed to increase the number of children walking and biking safely to school, reduce traffic congestion and unsafe driving habits around schools and increase students’ physical activity. The most frequent complaint received by the police department about local schools is unsafe traffic conditions jeopardizing children walking and bicycling to school. In the absence of this funding, we must utilize limited patrol resources to conduct enforcement and we are restricted in our ability to conduct educational outreach.

PROGRAM DESCRIPTION

The Suisun City Police Department will implement a SR2S program to satisfy the goals and objectives of the grant. The program will run for a two-year period and involve a high degree of collaboration between the police department, the Fairfield-Suisun Unified School District, Solano County Public Health and the Solano County Transportation Authority, Safe Routes to School.

The Suisun City Police Department will fund a full-time School Safety Traffic Officer (SSTO), who is dedicated to SR2S efforts. The Fairfield-Suisun Unified School District will support the SR2S efforts under this grant by providing office space at Crescent Elementary School and a financial contribution to the overall project cost in exchange for the enhanced enforcement and education services.

METHODOLOGY

Encouragement Activities

The SSTO will attend SR2S related encouragement activities, including Walk to School Day Events, Walking School Bus/Walking Day Launch, Bike Rodeo Community Events and Coffee with the Principal meetings to discuss traffic safety issues.

Enforcement Activities

The SSTO and our SRO will attend Back to School nights to conduct traffic safety presentations, support crossing guard programs and participate in a local training session.

The SSTO will patrol the schools within Suisun City before and after school. The primary purpose is to reinforce the education provided to students with regards to safe travel to and from school. This includes enforcement of the mandatory helmet law as well as safe walking and biking.

The SSTO also will enforce parking regulations around the schools. This is essential to ensuring crosswalks are available for students to use and children are being picked up and dropped off at proper locations.

The SSTO will also coordinate their efforts with our School Resource Officer (police officer) to provide enforcement related to moving violations and other more serious violations that must be handled by a sworn peace officer. Under the grant, our SSTO will provide diversion classes for juveniles cited for not wearing a bicycle helmet. Under the program, cited juveniles (first time offenders) are offered the option of attending a bicycle helmet safety class in lieu of appearing in Juvenile Court.

Our SSO will also work with the SRO and other patrol resources, including overtime resources, to conduct targeted enforcement for walking and bicycling right of way violations, such as vehicles not yielding and vehicles running stop signs and traffic signals.

We will track all activity related to enforcement and report it to the SR2S program.

Educational Activities

We will work closely with STA and the schools to provide educational opportunities for both parents and students. These programs are diverse and include in-class presentations, assembly presentations, bicycle rodeos and morning announcements. We will extend the reach of these events by providing educational programs at City and other public events, where appropriate. In order to maximize our effectiveness, we will make use of STA's assets including the bicycle rodeo trailer and handout material.

We will seek to produce a safe driver flyer/handout for driver safety around the schools. This effort will also encompass a "Distracted Road User" campaign, recognizing that distracted drivers, pedestrians *and* bicyclists can create traffic hazards. This will be shared with any other interested agencies in the county and be customizable for their jurisdictional needs/issues.

SCOPE OF WORK AND SCHEDULE

1. See attachment.

LETTER OF INTEREST RESPONSE

1. Provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at schools throughout Suisun City.

The grant funds will fund an SSTO who is dedicated to conducting bicycle helmet enforcement and parking enforcement in and around the schools. In the absence of this funding, we do not have a dedicated resource to conducting this enforcement.

In our experience, many of the violations around the schools that jeopardize student safety are non-moving violations related to double-parking, parking in crosswalks, etc. For more serious moving violations, the SSTO will work with the SRO to conduct targeted enforcement. This enforcement will include special operations, such as crosswalk right of way violations around the schools as well as on the routes to school.

We will also utilize a portion of the funding for officer overtime to conduct directed traffic enforcement around the schools as well as the routes to the schools.

Finally, we believe that the education the SSTO will provide will encourage safe driving, bicycling and walking patterns **before** a violation occurs.

2. Provide the estimated number of safety assemblies and bike rodeos that Suisun City PD will deliver during the duration of this grant.
3. Regarding the Safe Driver Flyer you propose to produce, the subcommittee would like you to consider expanding this effort to encompass a “Distracted Road User” education campaign, recognizing that distracted drivers, pedestrians and bicyclists can create traffic hazards.

This has been incorporated into our methodology.

4. The requested form is attached to this proposal.

EVALUATION METHODOLOGY

The SSTO will work with our volunteer staff to conduct tally counts and also encourage the schools to participate in these surveys. We believe we can leverage our strong working relationship with the schools to obtain their buy-in for these evaluations as well as to obtain strong participation with all of our initiatives under this grant. Based upon past experience, we will ensure our efforts are coordinated with other ongoing data collection/evaluation efforts to prevent unnecessary duplication and/or reduced participation.

School and Community Events

We will track the number of participants reached through school activities and community events.

Direct Enforcement Activity

We will track enforcement activity by date and location. We will track the type of citations issued as well as warnings given. This information will be summarized into a report.

Monthly and Annual Report

We will internally collect a monthly activity report from the SSTO. We will also extract enforcement activity information from the SRO's existing monthly activity report. This information will be made available to STA.

We will prepare an annual report of our efforts and accomplishments in our SR2S program for submittal to the SR2S Program Administrator. Additionally, at the conclusion of the grant period, we will submit a final report of results and recommended best practices.

BUDGET AND BUDGET NARRATIVE

INTRODUCTION

The Suisun City Police Department is applying for a grant award of \$125,000 through the Safe Routes to School Public Safety Enforcement Grant.

BUDGET

The following sections outline the expenditures for each budget area. All costs are best estimates with available information at the time.

PERSONNEL COSTS		
City of Suisun City		
Position	Computation	Cost
School Safety Traffic Officer	\$36,665/yr x 2 years	\$73,330
School Safety Traffic Officer OT	\$1,527/yr x 2 years	\$3,054
Police Officer Overtime	\$67/hr x188 hours	\$12,596
Total Personnel Costs		\$88,980

FRINGE BENEFITS		
City of Suisun City		
Position	Computation	Cost
School Safety Traffic Officer	\$18,010/yr x 2 years	\$36,020
Total Fringe Benefits		\$36,020

OTHER COSTS		
City of Suisun City		
Item	Computation	Cost
Vehicle Lease for SSTO	\$500/mo x 24 months	\$12,000
Total Other Costs		\$12,000

BUDGET SUMMARY

BUDGET SUMMARY	
Public Safety Enforcement Grant	
Category	Amount
Personnel	\$88,980
Fringe Benefits	\$36,020
Travel	\$0
Equipment	\$0
Supplies	\$0
Construction	\$0
Consultants/Contracts	\$0
Other	\$12,000
Other Contributions by FSUSD	-\$12,000
Total Grant Reimbursable Costs	\$125,000

BUDGET NARRATIVE

Suisun City Police Department

Total: \$125,000

School Safety Traffic Officer

\$73,330

This request will fund a full-time School Safety Traffic Officer (SSTO) for two-years. The SSTO will serve as the coordinator for the educational components of the grant and also conduct the project effectiveness evaluation. This request funds the costs associated with the continued leasing of a vehicle for use by the SSTO to travel from site to site.

Personnel:	\$76,384
>Regular Time	\$73,330
>Overtime	\$3,054
Benefits:	\$36,020
Other:	
>Vehicle Lease	\$12,000

Police Officer Overtime

\$12,596

This request will fund overtime for officers to conduct directed traffic enforcement related to this grant program.

Personnel:	\$12,596
------------	----------

This page intentionally left blank.



DATE: May 16, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Fiscal Year (FY) 2016-17 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, vanpools, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated TFCA Program Manager Funds available for Solano County in FY 2015-16 is \$340,664.

Southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, and the unincorporated County located within the boundaries of the BAAQMD. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds through a different process) for the remaining cities of Dixon, Rio Vista and Vacaville and the unincorporated County located within the boundaries of the Yolo-Solano Air Basin.

Discussion:

Over the past few years, the STA Board has committed BAAQMD TFCA funds to match funds provided by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program for the Solano Napa Commuter Information (SNCI) Program. The TFCA clean air funding is a logical local match for federal ECMAQ funding. SNCI's Rideshare and Incentives is a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and to promote the use of travel alternative in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations (27 new vanpools in FY 2013-14 and 19 new vanpools in FY 2014-15), bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Employer Commute Challenge).

After staff received few inquiries for the funds for this year, STA staff is recommending the allocation of the \$340,664 for the SNCI program from the FY 2016-17 TFCA program to continue matching funding provided by ECMAQ for the SNCI program.

All eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year. Past projects funded through the TFCA program included Class I and II bike paths, climate or clean air education materials, and Safe Routes to School Projects. STA staff aims to identify projects and programs which request funding in western Solano County that align well with the goals of the BAAQMD and STA.

Fiscal Impact:

Solano County is estimated to have \$340,664 available for TFCA Program Manager Funds in FY 2016-17. STA staff is recommending the allocation of the \$340,664 for the SNCI program from the FY 2016-17 TFCA program to continue matching funding provided by ECMAQ for the SNCI program.

Recommendation:

Forward a recommendation to the STA Board to approve \$340,664 from FY 2016-17 TFCA Program Manager Funds for the Solano Napa Commuter Information Program.



DATE: May 17, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Highway Safety Improvement Program (HSIP) Cycle 8 Grant Authorization for
Countywide Systemic Safety Analysis Report Program (SSARP)

Background:

The Highway Safety Improvement Program (HSIP) is a bi-annual funding program for local safety projects. Every two years, a call for projects is released with jurisdictions applying based on accident data. If a particular location has a high incidents of accidents, then depending on the preferred treatment, a project would receive a B/C ratio. A B/C ratio above a certain number, 3.5 for cycle 8, would mean the project is eligible for HSIP funding. While the program is “competitive” it is also a “formula” based program, with most applicants receiving an award.

\$10 million from the Highway Safety Improvement Program was set aside and exchanged for state funds to implement a new safety analysis program, the Systemic Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. The money is to be released in two “phases.” The first phase was for \$4,000,000 and is closed, with awards being expected the end of May. Caltrans announced SSARP Phase 2 Call for Applications, with a total award of \$6,000,000, on April 21, 2016. The application due date is Friday, May 27, 2016.

Discussion:

While local jurisdictions are encouraged to apply for this program with a maximum grant amount of \$250,000, combined applications are possible as well with a maximum grant amount of \$500,000. STA staff inquired with Caltrans if it was possible for STA to apply on behalf of the County and all seven cities. Caltrans HQ HSIP coordinator replied that STA could apply as long as no other local jurisdiction was going to apply separately. STA staff sent out an email confirming that no other local jurisdiction would apply for SSARP grant funding for this cycle.

At the most recent MTC Local Streets and Roads/Project Delivery Working Group meeting on May 12th, Marin County staff mentioned that they applied, partnering with all cities within the county, for a countywide SSARP grant during the first phase of the call for projects. STA staff contacted Marin County and received a copy of their application which should assist our efforts.

With approval from the STA Technical Advisory Committee, STA staff will prepare the SSARP application on behalf of Solano County cities and will partner with the Solano of County in the application for a total ask of \$500,000. A 10% match is required, which the STA will provide from STA member gas tax contributions. The City of Vacaville public works staff has agreed to review the application before it is submitted.

Fiscal Impact:

None.

Recommendations:

Forward a recommendation to the STA Board to authorize the STA Executive Director to apply for HSIP Cycle 8 SSARP funding for the Countywide Systemic Safety Analysis.



Date: May 9, 2016
To: STA TAC
From: Philip Kamhi, Transit Program Manager
RE: Funding Agreement for Replacement of SolanoExpress Vehicles and
Development of SolanoExpress Alternative Fuels Vehicle Purchase Policy

Background

On December 11, 2013, the STA Board adopted the Solano County Alternative Fuels & Infrastructure Plan (Plan). To assist in the plan development, a Technical Working Group was established in 2012, consisting of fleet managers, public works, planning, transit, and Air District staff. In addition, the Alternative Modes Policy Sub-Committee of the STA Board provided overall policy guidance in the plan's development and provided updates to the Board regarding the Plan's development. The 2013 Plan was intended to help local government and other public agencies increase the use of alternative fuels within their jurisdictions and achieve the stated goals included in the plan:

1. Reduce greenhouse gas emissions (GHG)
2. Reduce criteria pollutant emissions
3. Encourage alternative fuels and vehicle technologies that provide economic benefits to Solano County public agencies, residents, and businesses
4. Take advantage of alternative fuel funding opportunities

While the Plan did not include recommendations or mandates for use of particular technologies, it included an inventory of alternative fuel technologies and fueling infrastructure that were either available in 2013 or on the horizon for potential use in Solano County public agency fleets, including transit. This included Bio-diesel, Ethanol, Compressed Natural Gas (CNG), Propane, Hydrogen and Electricity.

Since the adoption of the Plan in 2013, some new fuels and fueling technologies have entered the marketplace, including Renewable Diesel. Additionally, new fleet vehicles are being incorporated into several regional agencies' fleets that promise to reduce GHG emissions, including all electric buses with wireless charging.

In January 2016, STA updated the fleet replacement funding plan for the SolanoExpress buses, which included CNG vehicles for SolTrans and diesel vehicles for FAST (Attachment A). FAST staff explained their intention to use Renewable Diesel fuel, which is claimed to reduce both total GHG emissions as well as tailpipe emissions. Unlike Bio-diesel, which may void manufacturers' warranties and may require additional maintenance considerations, Renewable Diesel is intended as a "drop-in" fuel, meaning that it can be used as a 100% substitute for traditional diesel and requires no need for engine or infrastructure changes. FAST plans to release its bus procurement within the next few months.

In January 2016, the STA Board instructed staff to develop an alternative fuels policy for the SolanoExpress fleet. This policy would not only consider new available fuel types that may not have been available when the Plan was adopted, but would also consider the timing of the new

California Air Resources Board (CARB) regulations related to transit vehicles that are expected before the end of 2016, and may include 100% zero-emission vehicle (ZEV) fleet requirements by 2040, along with interim fleet milestones. It is anticipated that CNG, Bio-diesel, and Renewable Diesel would not meet the 2040 ZEV fleet requirements. Developing the policy would also provide a forum for the operators to coordinate their own fleet plans within the policy framework.

Discussion

In the near term, both FAST and SolTrans plan to begin replacing their respective SolanoExpress fleet vehicles. A total of 35 SolanoExpress buses are in the process of being funded and subsequently purchased. STA is coordinating the funding plan in partnership with the transit operators. These bus replacements are integral to ensuring a safe and reliable fleet, as the existing buses have exceeded FTA's useful life. Both agencies must meet the CARB regulations for meeting stringent emissions standards, which is reflected in their vehicle selection and fuel path.

In February 2016, SolTrans adopted a Fueling Strategy "Road Map" (Attachment B) to meet CARB regulations with a near-term longer-term phase-in of Zero Emission Vehicles (ZEV). FAST adopted their Alternative Fuels and Fleet Replacement Policy (Attachment C and D) in March, 2016 with a near term purchase of renewable diesel and a long-term phase-in of ZEV.

While SolTrans awarded their procurement in December 2015 for 6 CNG vehicles, FAST is due to release their solicitation sometime in June 2016. This puts decisions about fuels and fuel technology on the fast-track to ensure that the replacement vehicles will be available to meet service demands. Coordinating the FAST procurement with STA Board actions on alternative fuels may require a phased approach. This is eleven of the 35 SolanoExpress buses expected to be replaced and funded through this process.

In the Intercity Express Bus Funding plan that was approved by the STA Board in January 2016 full funding has been identified for the first five of FAST's bus replacements, and the first six of SolTrans' bus replacements.

SolanoExpress Alternative Fuels Policy Development

SolanoExpress bus replacements are needed in the near term to maintain a reliable and safe fleet, any delay in procurement may result in an increase in service interruptions and maintenance costs to older vehicles.

In order to accommodate both the CARB regulations update as well as maintain the bus procurement schedule, a STA Board action related to near-term acquisitions would bridge the gap between the full update of the Alternative Fuels and Infrastructure Plan and the near term SolanoExpress bus procurements by SolTrans and FAST. This near term action is based upon the following:

- Review of SolTrans' February 2016 Fueling Strategy Road Map
- Review of FAST's Alternative Fuels and Fleet Replacement Policy
- Review of FAST's fleet replacement plan and RTP listings
- Comparison of renewable diesel, diesel, and CNG costs and benefits
- Discussion of costs and benefits of consistent SolanoExpress fleet

This path would allow for the development of the SolanoExpress Alternative Fuels Policy, including any changes stemming from the anticipated CARB regulations, while integrating bus procurement actions into the overall plan framework.

An STA Board Workshop on Alternative Fuels is planned for June 8, 2016 at 4:30pm. This workshop will include speakers from CARB, Bay Area Air Quality Management District, Yolo-Solano AQMD, and we have also invited FAST and SolTrans. This workshop should assist in understanding the CARB's proposed regulations and impact, provide an opportunity to discuss funding opportunities, and to review SolanoExpress operator's vehicle replacement plans and strategies.

SolTrans' February 2016 Fueling Strategy Road Map

Attachment B is the Fueling Strategy Road Map adopted by the SolTrans Board on February 18, 2016. This plan includes the transition of their local buses, SolanoExpress buses, and paratransit fleet to alternative fuels / zero emission technologies. For the SolanoExpress buses, the SolTrans Road Map includes the replacement of the current 16 diesel MCI coaches with CNG vehicles by 2018, which is consistent with the Solano County Intercity Bus Replacement Plan approved by the STA Board in January 2016. In December 2015, SolTrans authorized the purchase of the first six CNG vehicles. SolTrans has secured funding for the construction of a CNG fueling facility, which is anticipated to be constructed by the end of 2016 or early 2017.

In the long term, from 2024 to 2040, the SolTrans Road Map envisions replacing the CNG vehicles with Hydrogen Fuel Cell Electric Buses (Hydrogen FCEB) vehicles in order to comply with the anticipated CARB regulations. The Road Map is based on current service levels and duty cycles, and will be updated periodically based on performance results, technology improvements, and total cost of ownership.

FAST's Alternative Fuels and Fleet Replacement Policy

FAST has provided the following documentation, provided as Attachments C, D and E, that presents the agency's plan for meeting existing CARB requirements while addressing new fueling technologies and transitioning to an all-electric fleet:

- Agenda Report and Resolution for approving the FAST Alternative Fuels and Fleet Replacement Policy
- Alternative Fuels and Fleet Replacement Policy
- Public Works memo regarding FAST Alternative Fuels and Fleet Replacement Strategy

Based on FAST's analysis, all-electric vehicle technology is not to the point that their immediate purchase would be recommended at this time. Additionally, as CARB has neither proposed nor adopted its ultimate requirements or compliance options yet, FAST anticipates that CARB will develop a proposal to further reduce emissions through the use of renewable fuels while phasing-in agencies' required zero-emission bus purchases.

FAST reports that they have monitored the available fueling technologies in concert with regulatory requirements and regulatory trends in order to develop a strategy that would maximize the fleet's GHG reductions for the entire life-cycle of the vehicles as economically as possible. Based on their analysis, FAST could immediately achieve GHG reduction benefits through the use of renewable diesel without the upfront infrastructure improvements costs that would be necessitated by CNG. If FAST were to proceed on a CNG path, it would require funding the construction of CNG infrastructure. Further, even if FAST were to select CNG as an interim fueling technology, benefits would only accrue to new vehicles slowly replaced over time, and could be limited in length of use by CARB regulations. Renewable diesel, on the other hand, could be used on the entire diesel fleet, thereby achieving immediate GHG reductions on a system-wide level until the CARB regulations go into effect.

Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel

There are several comparative elements among the various fuel types that could influence fleet and fuel purchases moving forward. This includes: cost of fuel, GHG emissions, tailpipe emissions, cost of new vehicles, maintenance needs and infrastructure requirements. For purposes of this comparison, available data from the Environmental Protection Agency (EPA), CARB, National Renewable Energy Laboratory (NREL), and other sources has been considered. However, this is a preliminary overview that would need further confirmation during the Alternative Fuel Policy development.

The attached table (Attachment F) provides a broad overview comparing the fuels. For purposes of this overview, it is assumed that the comparisons are between Low Sulfur Diesel and other fuels. It should also be noted that as the Renewable Diesel is fairly new to the market, data is not as abundant as for the other well established fuel types. As such, information about the fuel's emissions and costs will need to be further updated during the development of the Alternative Fuels Policy.

Should the benefits of renewable diesel prove to be accurate, it appears that there would be significant air quality and cost benefits to this new fuel type as compared to standard, low-sulfur diesel or biodiesel. Additionally, because the fuel is intended to be a “drop in” fuel, no new infrastructure would be needed to accommodate its acceptance into a bus fleet, unless the transit agency wishes to maintain separate fueling storage, which would require additional capacity.

As such, adoption of renewable diesel represents a reasonable interim step that could allow FAST to maintain their procurement schedule while allowing for the update to the Alternatives Fuels and Infrastructure Plan, including any new CARB rules.

Benefits and Challenges of Consistent SolanoExpress Fleet

For the purposes of monitoring the funding and acquisition of fleet vehicles, there is a significant benefit in having a consistent fleet among operators for the SolanoExpress service. A consistent fleet enhances operational flexibility, as each operator would have the same fueling and maintenance infrastructure. Thus, vehicles could be moved between operators if such fleet adjustments were beneficial for the service. Additionally, from a public perspective, a consistent fleet can lend an image of permanence and reliability to the service that riders enjoy.

However, from a practical and operational standpoint, consistent vehicle types may be difficult to attain —especially in the near term, when vehicles are currently at the end of their useful life and may represent a significant risk to service operation if left in service until a consistent fleet can be achieved. Currently, even transit agencies that have chosen a specific fuel path will have an inconsistent fleet as their older fleet is replaced with the new fueling technology.

Additionally, should major changes result from the CARB rule, having a consistent fleet may be even more difficult in the short term, as operators react to the new rule by having a combination of vehicles during the transition to address the new CARB rule while sustaining service. This is further compounded by a scarcity of currently available clean fuel technologies from which to choose. As a result, agencies will likely be required to make strategic purchasing decisions in the near term, such as replacing aging diesel vehicles, on their way to their selected fueling technology path. Such is the case of FAST, who must consider how to address their immediate need created by an aging fleet, in addition to meeting their future fuel path.

However, it is important for the SolanoExpress operators to provide detail and clarity to the STA Board and staff to ensure that there is *consistency of intent* with regard to their vehicle and fuel technology selection, understanding that the stated goals of the Alternative Fuels and Infrastructure Plan are shared among the operators and authority alike.

Recommendation

Forward a recommendation to the STA Board to authorize STA staff to develop funding agreements for the initial set of eleven SolanoExpress vehicles with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) in coordination with STA's Development of Alternative Fuels Policy for the purchase of SolanoExpress vehicles.

Attachments:

- A. Solano County Intercity Bus Fleet Replacement Plan, January 2016
- B. SolTrans Fueling Strategy Road Map, February 18, 2016
- C. FAST Agenda Report and Resolution for approving the Alternative Fuels and Fleet Replacement Policy, March 15, 2016
- D. FAST Alternative Fuels and Fleet Replacement Policy, March 15, 2016
- E. City of Fairfield Public Works Department memo regarding FAST Alternative Fuels and Fleet Replacement Strategy, March 11, 2016
- F. Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel

This page intentionally left blank.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners, December 18, 2015

DRAFT

ATTACHMENT A

Based on Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 56.5% Funding by Locals Using Intercity Funding Agreement Formula

Year of Replacement ^c	FY 14-15	Funded	Funded ^a	To Be Funded ^b			FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
		FY 15-16	FY 16-17	FY 16-17	FY 17-18	FY 18-19							
Total Buses to be Replaced	0	5	6	4	6	2	2	3	5	2		35	
<i>FAST: All Diesel</i>	0	0	5		0	2	2	3	5	2		19	
<i>SolTrans: All CNG</i>	0	5	1	4	6							16	
Unit Cost -- 45 ft Over-the-Road Diesel ^d		\$ 637,000	\$ 646,000	\$ 646,000	\$ 655,000	\$ 674,650	\$ 694,890	\$ 715,736	\$ 737,208	\$ 759,325			
Unit Cost -- 45 ft CNG ^e	\$ 790,010	\$ 813,710	\$ 838,122	\$ 838,122	\$ 863,265	\$ 889,163	\$ 915,838	\$ 943,313	\$ 971,613	\$ 1,000,761			
Vehicle Cost	\$ -	\$ 4,068,552	\$ 4,068,122	\$ 3,352,486	\$ 5,179,592	\$ 1,349,300	\$ 1,389,779	\$ 2,147,209	\$ 3,686,041	\$ 1,518,649		\$ 26,759,729	
Funding													
Near Term: 10 Replacements													
Federal Earmarks		\$ 1,260,000										\$ 1,260,000	
Prop 1B Lifeline		\$ 1,000,000										\$ 1,000,000	
Prop 1B Pop Base		\$ 535,190	\$ 2,360,202									\$ 2,895,392	
STAF			\$ 581,467									\$ 581,467	
Longer Term: 25 Replacements													
23.5% Funding from STA ^f				\$ 1,450,760	\$ 1,614,295	\$ 150,103			\$ 467,911			\$ 3,683,069	
Fairfield Train Station Loan Repayment ^g		\$ 314,906	\$ 314,906	\$ -	\$ 314,906	\$ 314,906	\$ -					\$ 1,259,623	
20% Funding from MTC or Other ^h -- Proposed					\$ 1,381,719	\$ 144,012	\$ 496,111	\$ 789,971	\$ 840,153	\$ 552,608		\$ 4,204,574	
56.5% Funding by Locals													
Dixon	1.8%			\$ 108,764	\$ 73,682	\$ 26,398	\$ 26,743	\$ 41,318	\$ 73,628	\$ 30,328		\$ 380,860	
FAST ⁱ	22.9%		\$ 1,248,939	\$ 124,154	\$ 926,263	\$ 333,265	\$ 337,614	\$ 521,613	\$ 929,514	\$ 386,799		\$ 4,808,162	
SolTrans ^j	20.9%	\$ 1,273,362	\$ 885,604		\$ 848,848	\$ 190,941	\$ 187,798	\$ 281,697	\$ 487,362	\$ 247,090		\$ 4,402,701	
Vacaville	10.3%				\$ 182,174	\$ 333,914	\$ 500,870	\$ 866,552	\$ 292,149			\$ 2,175,659	
Unincorporated County	0.5%			\$ 30,906	\$ 19,879	\$ 7,501	\$ 7,599	\$ 11,740	\$ 20,921	\$ 9,676		\$ 108,222	
Total Bus Replacement Funding		\$ -	\$ 4,383,457	\$ 5,391,118	\$ 1,714,584	\$ 5,179,592	\$ 1,349,300	\$ 1,389,779	\$ 2,147,209	\$ 3,686,041	\$ 1,518,649	\$ 26,759,729	
Annual Balance		\$ -	\$ 314,906	\$ 1,322,997	\$ (1,637,902)	\$ 0	\$ -	\$ -	\$ (0)	\$ 0	\$ (0)	\$ (0)	
Cumulative Balance		\$ -	\$ 314,906	\$ 1,637,902	\$ -	\$ 0	\$ (0)						

	Phase 1: FY 14-15 to FY 19-20	Phase 2: FY 20-21 to FY 22-23
Total Buses to be Replaced	25	10
<i>FAST: All Diesel</i>	9	10
<i>SolTrans: All CNG</i>	16	0
Vehicle Cost	\$ 19,407,830	\$ 7,351,899
Funding		
Near Term: 10 Replacements		
Federal Earmarks	\$ 1,260,000	\$ -
Prop 1B Lifeline	\$ 1,000,000	\$ -
Prop 1B Pop Base	\$ 2,895,392	\$ -
STAF	\$ 581,467	\$ -
Longer Term: 25 Replacements		
23.5% Funding from STA ^f	\$ 3,215,158	\$ 467,911
Fairfield Train Station Loan Repayment ^g	\$ 1,259,623	\$ -
20% Funding from MTC ^h -- Proposed	\$ 2,021,842	\$ 2,182,732
56.5% Funding by Locals		
Dixon	\$ 235,587	\$ 145,273
FAST ⁱ	\$ 2,970,235	\$ 1,837,926
SolTrans ^j	\$ 3,386,553	\$ 1,016,148
Vacaville	\$ 516,088	\$ 1,659,571
Unincorporated County	\$ 65,885	\$ 42,338
Total Bus Replacement Funding	\$ 19,407,830	\$ 7,351,899

Notes

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
- b. FY 16-17 includes 5 FAST vehicles in plan approved by STA in January 2015 ("Funded" column) and SolTrans' requested acceleration of 5 vehicles ("To be Funded" column).
- c. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- d. Diesel Vehicle price from MTC's FY15-16 to FY17-18 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after FY17-18.
- e. CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. 45' Hybrid vehicles not included in most recent pricelist.
- f. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- g. STA will loan up to \$1,259,653 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet
- h. Proposed MTC or other funding.
- i. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- j. SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions. Acquisitions in FY17-18 include one additional vehicle used for Solano Express service (compared to plan approved by STA Board in January 2015, which included 34 Solano Express vehicles and 1 WETA vehicle), to be funded by Intercity funding agreement formula.

This page intentionally left blank.



TO: BOARD OF DIRECTORS
PRESENTER: ALAN PRICE, PROGRAM ANALYST II
SUBJECT: REVIEW AND APPROVE IMPLEMENTATION OF THE FUELING STRATEGY "ROAD MAP"
ACTION: MOTION

ISSUE:

The Board is being asked to receive and review key components of the proposed SolTrans long-term fueling strategy, or "Road Map," and to direct Staff to take actions to implement the proposed strategy.

DISCUSSION:

On September 2, 2015, the Executive Director executed an agreement with the Center for Transportation and the Environment (CTE). CTE's deliverables to SolTrans included educating SolTrans Staff on the currently available advanced technology vehicles, associated benefits and deployment considerations, and development of a strategy for migrating to advanced technology vehicles.

CTE has presented their proposed Road Map for transitioning the existing fleet from diesel and diesel/electric hybrid-powered vehicles to alternative fuels/zero emission technology. It outlines a deployment schedule that takes into account the types of vehicles needed to meet our operational requirements, in conjunction with the current state of advanced technology vehicles.

These changes will allow us to meet anticipated State-mandated greenhouse gas emissions targets, while supporting a cleaner environment for the greater Benicia/Vallejo community. Furthermore, as discussed with the Board in December 2015, by obtaining new, local fixed route buses, SolTrans can stagger the replacement schedule for that fleet in a more cost-effective manner. This would help relieve the Agency of having to finance the capital replacement of twenty-one (21) local, fixed route buses all at once, as well as major rehabilitation work to keep them operational and safe for the next eight years until they are eligible for retirement (after 12-years of age).

Staff is requesting Board review of key highlights from the Road Map, and seeking Board direction to implement the proposed Road Map, based on future vehicle replacement needs, covering the next three years. The implementation period is being limited to three years, based on expected changes and improvements to advanced technology vehicles over time.

FISCAL IMPACT:

There is no direct fiscal impact to the plan to implement the Road Map. Specific fiscal impacts will be associated with actual vehicle and infrastructure purchases, which will be submitted to the Board for review and approval at the time specific procurements are contemplated. Generally, at present, advanced technology vehicles are more expensive than their traditional counterparts. Prices are expected to come down over time as manufacturers gain scale by putting more of these vehicles into service, and as more transit agencies take steps to meet anticipated California Air Resources Board-mandated clean air targets.

PERFORMANCE GOAL:

Goal 1 - Maximize Safety, Reliability and Efficiency of Transit Operations; **Objective A.** - Establish Technological Tools and Improved Facilities or Fleet Equipment for Enhancing and Monitoring System Performance; **Strategy iv** - Procure replacement MCI (commuter express) buses to be operated with alternative fuel. (Proposition 1B funds will be used to fund the procurement and must be spent by a certain deadline, and **Strategy v** - Procure replacement of 3 local fixed route buses (2001 Orion V high-floor diesel buses, which have come to the end of their useful service life).

Note: The Road Map represents an extension of the existing Goals and Objectives.

RECOMMENDATION:

- 1) Receive and provide feedback on the proposed SolTrans long-term fueling strategy, or “Road Map;” and
- 2) Direct Staff to take actions to implement the proposed strategy.

Attachments:

- A. SolTrans Strategy for Adopting Advanced Technology Transit Buses
- B. Roadmap for Reducing Transit Fleet Emissions

SolTrans Strategy for Adopting Advanced Technology Transit Buses Road Map to a Low and Zero Emission Transit Fleet

Introduction

SolTrans is interested in diversifying its fleet technology and fuel portfolio to manage the risk associated with a single fuel source. At the same time, there is increasing pressure and pending regulation to move transit agencies to adopt low and zero emission transit buses. In September 2015, SolTrans commissioned the Center for Transportation and the Environment (CTE) to develop a strategy for transitioning their current diesel and gasoline hybrid fleet to a financially and environmentally sustainable low and/or zero emission fleet.

Current State

The SolTrans' fleet currently consists of 54 diesel, diesel hybrid and gasoline commuter coaches, fixed route transit buses, and on-demand paratransit vehicles, as provided in Table 1, below. Several of the commuter and fixed route buses have exceeded their 12-year life and are scheduled for retirement in the near future.

In addition to these vehicles, SolTrans leases 10 MCI DV500 commuter buses to Fairfield/Suisun Transit. SolTrans also operates 11 light-duty vehicles for administrative and maintenance purposes. These vehicles have been excluded from the analysis.

Table 1: SolTrans 2015 Transit Fleet

Service Type	OEM	Model	Propulsion	Year of Purchase	Planned Year of Retirement	Total Buses
Commuter	MCI	D4500	Diesel	2003	2015	17
Fixed Route	Orion	High Floor	Diesel	2001	2014	3
Fixed Route	Gillig	Low Floor	Diesel Hybrid	2011	2023	21
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2006	2011	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2007	2012	2
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2008	2013	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2011	2016	7
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2012	2017	1
					TOTALS	53

Future State

SolTrans Fleet Roadmap Objectives

1. **Transition from diesel technologies:** To support clean air objectives in the greater Benicia/Vallejo community and to meet anticipated changes to CARB's Transit Fleet Rule and leverage benefits/incentives for early adopters of new technologies.

2. **Fuel Diversification:** A single alternative fuel strategy will not currently meet all route requirements and anticipated zero emission vehicle (ZEV) mandates. A diversified fuel strategy including CNG and Battery Electric in the near term prepares the organization for an eventual, long-term transition to increasingly advanced ZEV technologies such as hydrogen fuel cell vehicles.
3. **Normalize bus procurement cycles:** The 2011 purchase of 21 Gillig Diesel Hybrids represents nearly 50% of the active fleet. These buses are scheduled to retire in 2023. Assuming availability of grant funding, Battery Electric Buses (BEBs) will be purchased in advance of the planned retirement of the diesel hybrids to normalize future procurement cycles. Additional BEBs are likely required to meet current operating profiles due to range limitations.

SolTrans Fleet Roadmap Near-Term Transition Plan

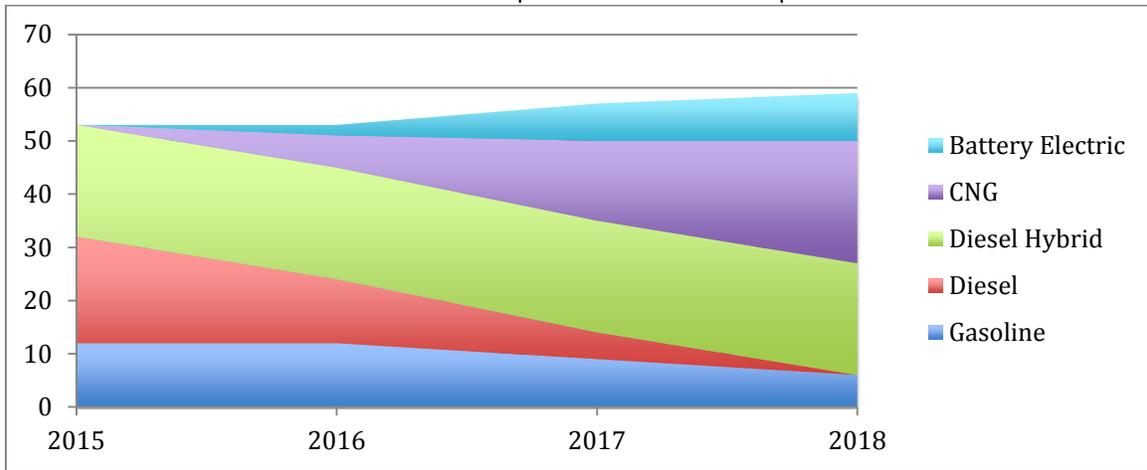
There are three primary alternatives to diesel and diesel hybrids: CNG, Battery Electric, and Hydrogen Fuel Cell. At this time, we are not considering hydrogen fuel cell as part of the near-term roadmap due to the high cost of the buses, infrastructure and fuel. BEBs are commercially and financially viable; however, current energy density and capacity of the batteries limit the range to local fixed route services. CNG is a better solution for commuter services in the near term. As a result, SolTrans proposes to diversify their advanced technology procurements to include both CNG and BEBs.

The transition plan allows SolTrans to migrate to alternative fuel technologies over time to allow for the organization to develop the requisite skills and experience to operate and maintain the technologies. The SolTrans Roadmap will be re-evaluated periodically to adjust for actual performance results and availability of advanced technologies.

Table 2: SolTrans Proposed Near Term Transition Plan

Service Type	Fuel Type	Current Fleet	Purchases & Retirements			2018 Fleet
			2016	2017	2018	
Commuter	Diesel	17	-6	-6	-5	0
Commuter	CNG	0	6	6	5	17
Fixed Route	Diesel	3	-2	-1	0	0
Fixed Route	Diesel Hybrid	21	0	0	0	21
Fixed Route	Battery Electric	0	2	5	2	9
Paratransit/DAR	Gasoline	12	0	-3	-3	6
Paratransit/DAR	CNG	0	0	3	3	6
Total		53	53	57	59	59

Chart 1: SolTrans Proposed Annual Fleet Composition



This page intentionally left blank.

Roadmap for Reducing Transit Fleet Emissions

SolTrans Strategy for Adopting Advanced Technology Transit Buses

February 18, 2016



Current State



The SolTrans Fleet

Service Type	OEM	Model	Propulsion	Year of Purchase	Planned Year of Retirement	Total Buses
Commuter	MCI	D4500	Diesel	2003	2015	17
Fixed Route	Orion	High Floor	Diesel	2001	2014	3
Fixed Route	Gillig	Low Floor	Diesel Hybrid	2011	2023	21
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2006	2011	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2007	2012	2
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2008	2013	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2011	2016	7
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2012	2017	1
TOTAL						53

Excludes 10 MCI DV500 commuter buses leased to Fairfield/Suisun Transit, and 11 light-duty administrative and maintenance vehicles.

Regulatory Landscape

- **CARB's Advanced Clean Transit Regulation**
 - Early Adopters
 - 100% ZEB fleet by 2040
- **Board Consideration: Late 2016**
 - **Conventional Fuels**
 - Low NOx diesel or Low NOx CNG (.02 NOx)
 - Renewable Fuel, or Renewable Credits
 - **Zero Emission Buses**
 - Phased Implementation; 100% of Purchases 2028
 - Early Adopter Credits
 - 100% ZEB fleet by 2040
 - **Fleet Size** May Determine Phased Timing

Technology Status: Low vs. No

- **Low Emission:**

- **Current Standard:**

- Particulates: 0.01g/bhp-hr
- NOx: 0.2 g/bhp-hr

- **Low NOx CNG** (0.02 g/bhp-hr; Available April 2016)

- **Low NOx Diesel** (not yet available)

- **Parallel Hybrid:** Same Combustion Requirements

- **Zero Emissions**

- **Battery Electric:** Commercial, but Range and Deployment Limits

- **Hydrogen Fuel Cell Electric:** Demonstrations but Commercially Viable

- **Greenhouse Gases:** Potential for 100% Zero



Federal & State ZEB Funding Opportunities

- **FTA LoNo**

- **September 2015 Application:** Five (5) BYD 40' battery electric buses; CTE: project management and technical assistance
- Solicitation Encouraged Named Team Members

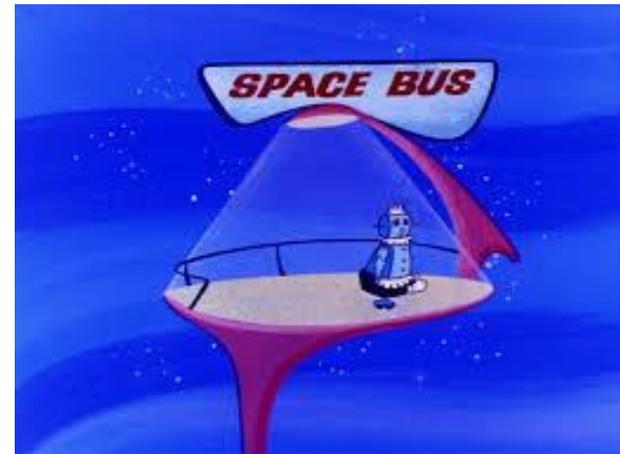
- **CARB's AQIP**

- **January 2016 Application:** Same as LoNo Application
- **Pilot Deployments:** \$23 million FY 14-15
- **Pilot Deployments:** \$60 million FY 15-16
- **HVIP:** \$110,000/bus up to 100
- **GGRF Fund:** \$2 billion to \$5 billion/year

- **Surface Transportation Reauthorization Bill – 5 years**

- Public Transportation Innovation (5312): \$28 million/year; TBD
- LoNo (5339): \$55 million/year

Future State



Guiding Principles

- **Alternative Fuel Diversification**
 - Mitigates risk of reliance on a single fuel
- **100% Zero Emission Fleet: 2040 Proposed**
- **Early Adoption** (when possible)
- **Incremental Transition**
 - Manage Risk
 - Workforce Training and Management of high voltage systems, electric propulsion, and high-pressure gaseous fuels
- **Normalize Bus Procurement Cycles**
 - Stagger ZEB Procurements with Near-term BEB Plan
 - Avoiding “Technology Shock” (Capital Requirements; Staff)

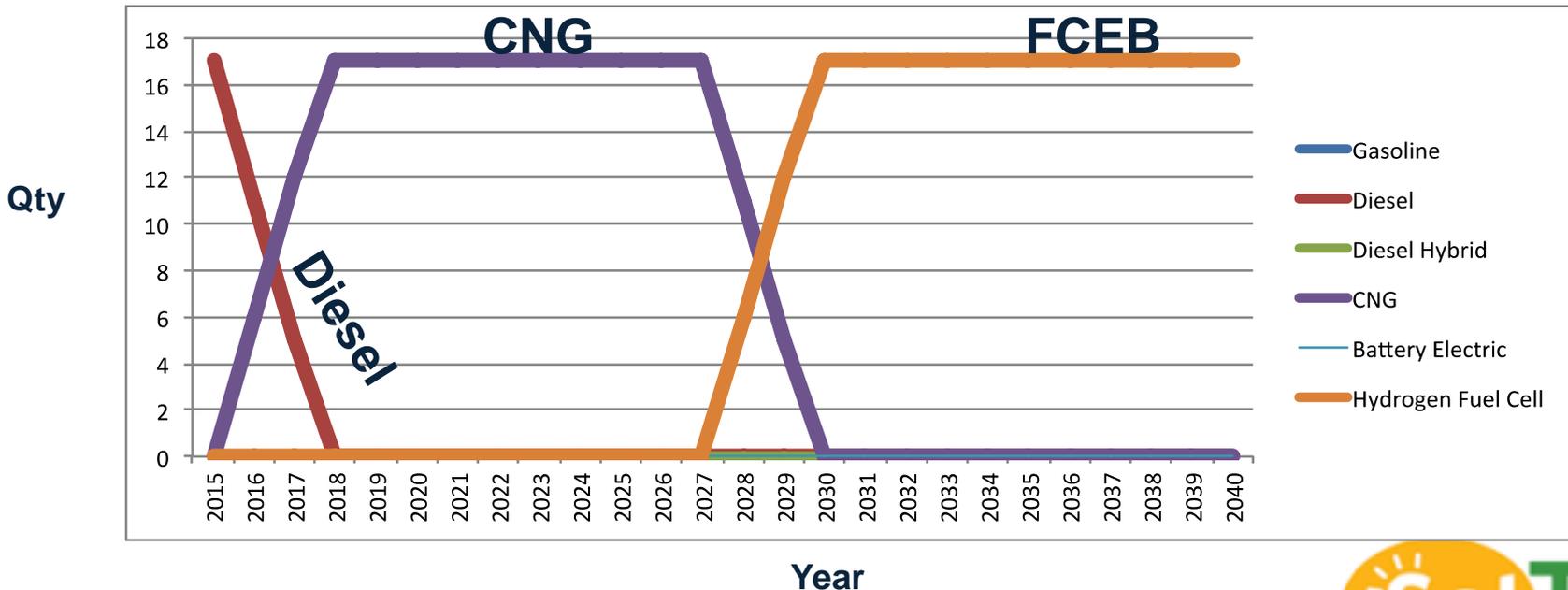
Transition Plan

- **Near-Term (2016 – 2018)**
 - Pilot CNG and Electricity project to develop skills and experience
 - Commuter Routes: CNG (2016 – 2018)
 - Fixed Routes: BEB (2016 – 2016), based on available grant funding
 - Paratransit/DAR: CNG (2017 – 2018)
- **Mid-Term (2019 – 2023)**
 - Continue CNG and Electricity procurements
 - Fixed Routes: BEB and CNG (2016 – 2023)
 - Paratransit/DAR: CNG (2019 – 2023)
- **Long-Term: 2024 – 2040**
 - Hydrogen FCEB Replaces CNG (2027 – 2040)
 - FCEB and BEB Mix (Range, Duty Cycle, and TCO)
- **Key Assumptions**
 - Roadmap Based on Current Routes and Service Levels
 - Periodic Roadmap Adjustments (Performance Results, Technology Developments, TCO)



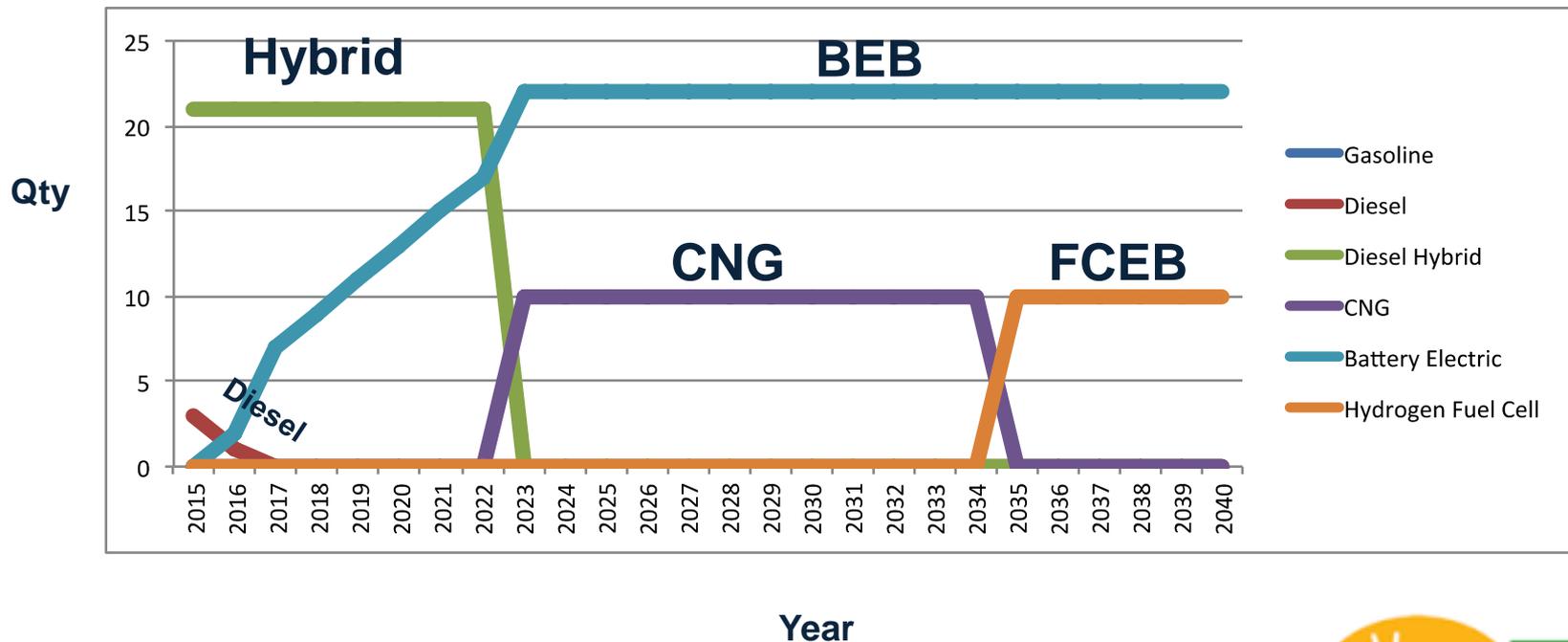
Commuter Fleet

- **Long-Range Buses:** High Mileage, High Speeds, and Long Daily Operating Duration
- **Transition Plan**
 - Diesel to CNG
 - CNG to Hydrogen FCEB



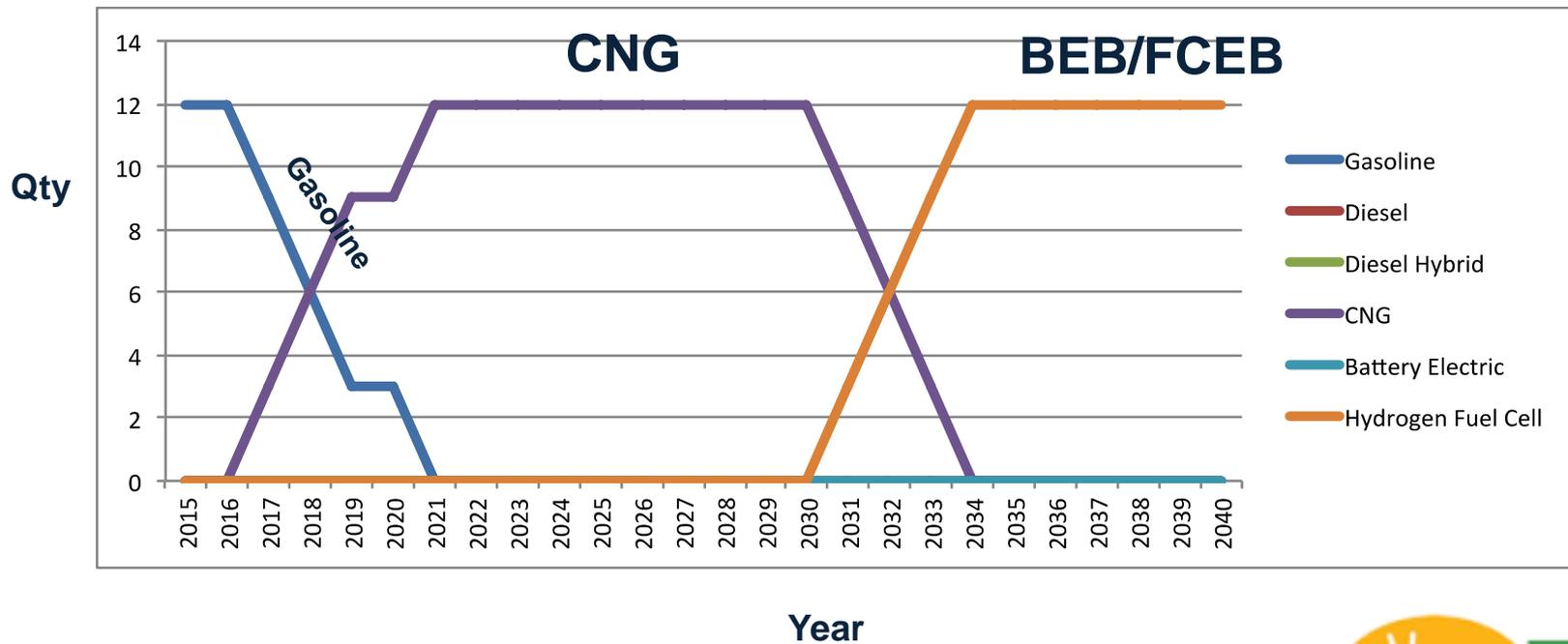
Local Service

- **BEBs:** May Require Additional Buses and/or Route Re-Blocking (Range and Duty Cycle)
- **CNG then FCEBs** for Heavier Duty Cycles

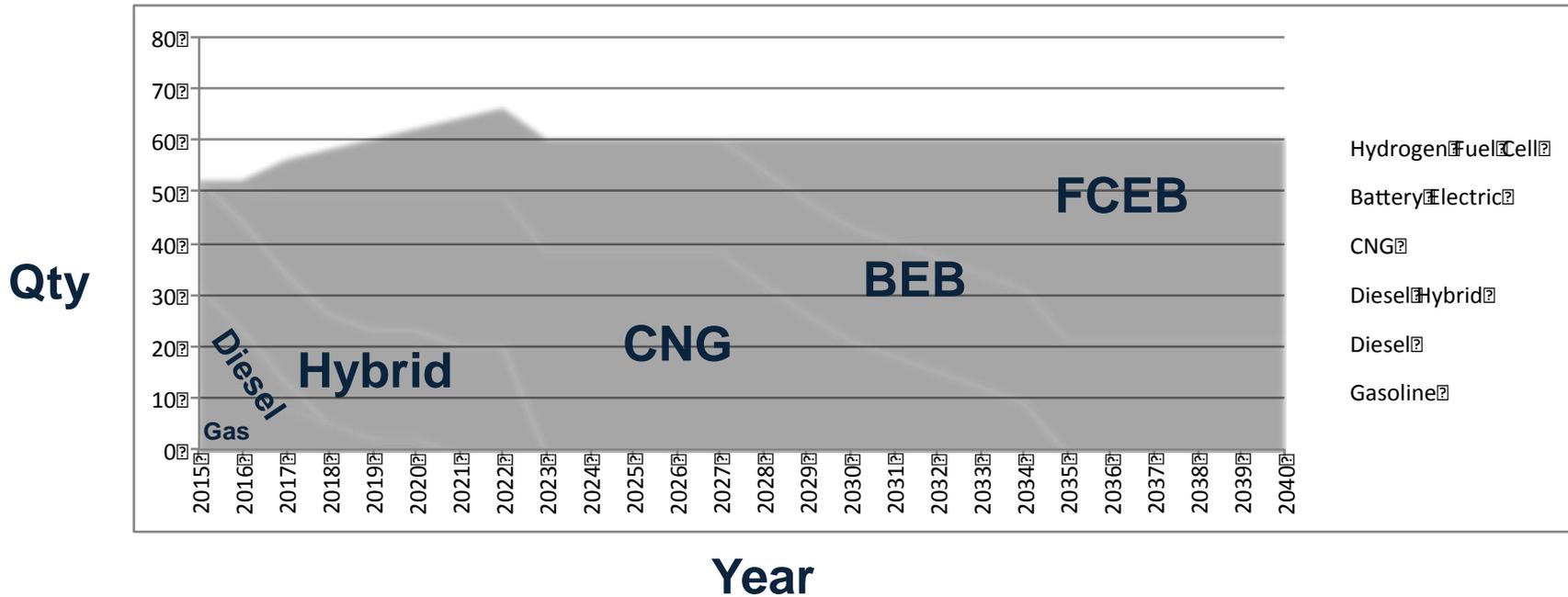


Paratransit/Dial-a-Ride

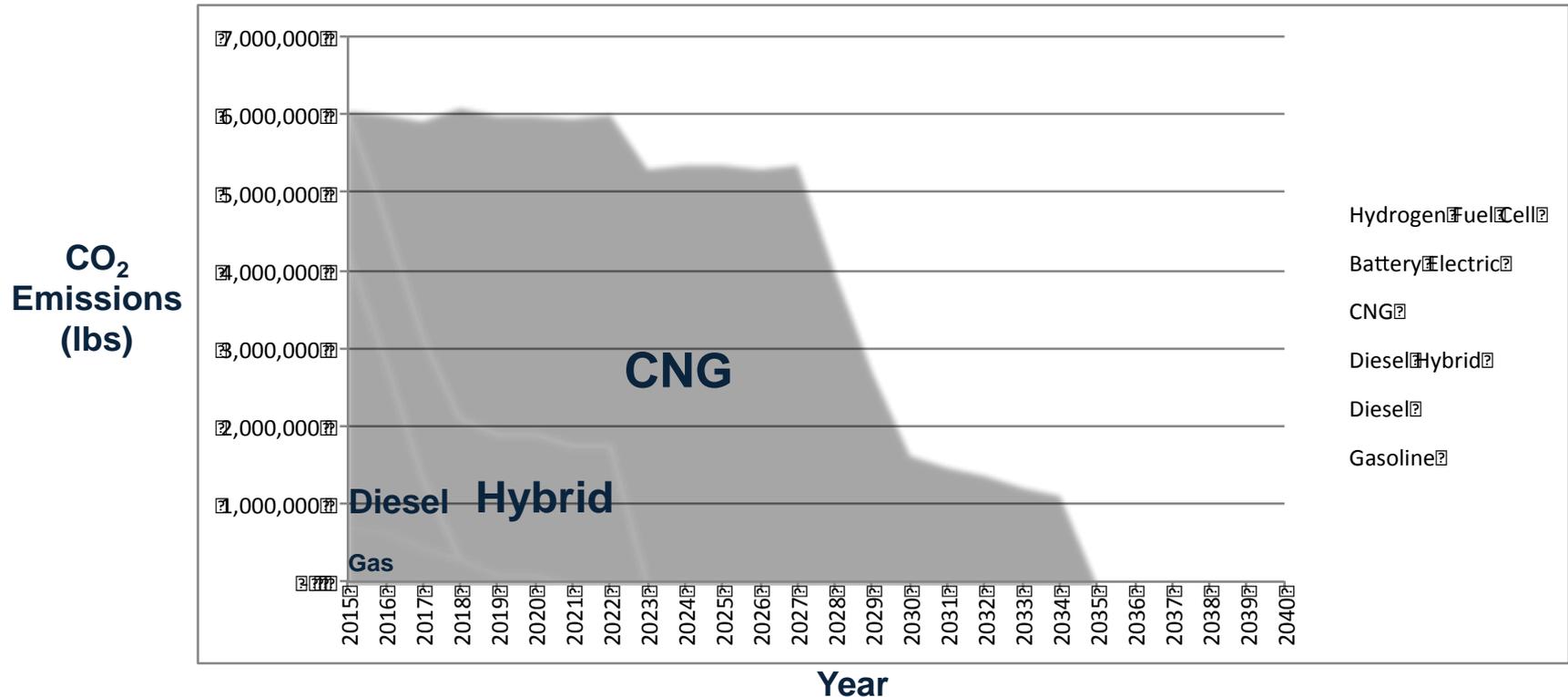
- **CNGs:** Commercially available
- **BEBs or FCEBs** based on availability



Fleet Composition



Tailpipe Emissions



GHG Emissions: Procurement of CNG, Battery Electric, and Hydrogen Fuel Cell Electric Vehicles provide the opportunity to **purchase renewable fuels**, lowering well-to-wheel emissions

Conclusions

- **Current Procurement Plan** for CNG and Battery Electric Supports Long-Range Vision
- **Near-Term (3 Year) Procurement Plan**
 - Normalizes fixed route procurement schedule
 - Assumes availability of grant funding for BEB procurements
- **Revisit Strategy** after CARB Adopts ACT Regulation
- **Periodic Reviews** of Plan and Procurement Decisions
- **Benefits** of BEB and FCEB Buses
 - Enhanced Performance for Drivers
 - Cleaner Environment for Maintenance Staff
 - Opportunities for Developing Clean High-Tech Workforce
 - Smoother, Quieter Ride for Passengers
 - Reduced Noise Impacts on Neighborhoods
 - Expected Reduced Maintenance Costs
 - Potential to Achieve 100% W-T-W Zero Emissions

This page intentionally left blank.

Agenda Item No. 19

Agenda Report

DATE: March 15, 2016

TO: The Mayor and City Council

FROM: David A. White, City Manager DW
George R. Hicks, Public Works Director GRH

SUBJECT: Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

RECOMMENDED ACTION

Adopt resolution approving the FAST Alternative Fuels and Fleet Replacement Policy.

STATEMENT OF ISSUE

The State of California has mandated that local agencies adopt strategies to reduce greenhouse gas emissions through Assembly Bill 32 and Senate Bill 375. As a reflection of this effort, the California Air Resources Board (CARB) has adopted a Transit Fleet Rule and identifies Zero Emissions Buses (ZEB) as the ultimate goal for public transit fleets. City staff has prepared an Alternative Fuels and Fleet Replacement Policy (Policy) to guide how the City will comply with CARB requirements and transitions to a ZEB transit fleet.

DISCUSSION

The State will soon mandate that all public transportation fleets identify strategies to implement ZEB into their service fleets by 2040. Additionally, the CARB is anticipated to require the integration of alternative renewable fuels into the transition plan for municipal fleets by 2020. In anticipation of the upcoming policy changes, City staff has analyzed the available options and prepared an Alternative Fuels and Fleet Replacement Policy (Policy). This Policy differentiates commuter and fixed-route buses from the paratransit fleet and identifies replacement of the entire fleet with electric buses. The Policy also identifies the use of renewable diesel fuel in the existing FAST fleet as an interim compliance measure. The use of renewable diesel in the existing fleet and transitioning to all-electric buses as transit vehicles are replaced will comply with CARB requirements in a fiscally responsible manner.

DATE: March 15, 2016

SUBJECT: Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

In looking to achieve a zero emissions fleet, only Electric Buses and Hydrogen Fuel Cell buses meet are viable alternatives. Currently, Hydrogen Fuel Cell buses are behind Electric Buses in the commercial market, cost more to implement, and raise safety and cost concerns for fueling infrastructure. The Policy, therefore, indicates FAST will transition to an all-electric transit bus fleet.

Before making the transition to an all-electric fleet, there are two primary transition fuel alternatives available to reduce emissions in compliance with CARB regulations; Compressed Natural Gas (CNG) and Renewable Diesel.

- CNG typically requires a multi-million dollar up-front investment in fueling and maintenance facilities to implement. In addition, CNG buses are more expensive to purchase, are heavier causing considerably more wear-and-tear on streets, are more expensive to maintain, and have less power. Lastly, with an average life-span of twelve years for the FAST fleet, it would take a considerable amount of time to completely transition the fleet to CNG and achieve the air-quality benefits which are driving this Policy.
- Renewable Diesel fuel is only marginally more expensive than petroleum diesel fuel, provides an immediate reduction in emissions for the entire FAST fleet (including hybrid buses), has lower tail-pipe emissions than CNG, and requires no additional capital costs to use, since there is no need to change fueling stations or replace fleet vehicles to use Renewable Diesel fuel.

In consideration of the factors above and the timing of FAST bus purchases, Renewable Diesel was selected as the most viable option for the FAST fleet.

FINANCIAL IMPACT

There is no fiscal impact associated with this action relative to the current approved FY 15/16 Budget and no General Fund impact. There are expected to be adequate federal and state transportation grant funds and Transportation Development Act (TDA) funds throughout the implementation of the Policy to adequately cover the additional future costs of Renewable Diesel.

PUBLIC CONTACT/ADVISORY BODY RECOMMENDATION

N/A

ALTERNATIVE ACTION

City Council could choose not to adopt this Policy. This would result in the City delaying the purchase of alternative renewable fuels and could threaten the City's ability to comply with State air quality regulations.

PAGE 3

Agenda Item No. 19

DATE: March 15, 2016

SUBJECT: Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

DOCUMENTS ATTACHED

Attachment 1: Proposed Resolution

Attachment 2: FAST Alternative Fuels and Fleet Replacement Policy

STAFF CONTACT

Nathaniel Atherstone, Transportation Manager, 707-434-3804

natherstone@fairfield.ca.gov

Coordinated with: N/A

CITY OF FAIRFIELD

RESOLUTION NO. 2016 - 61

RESOLUTION OF THE CITY COUNCIL APPROVING FAST ALTERNATIVE FUELS AND FLEET REPLACEMENT POLICY

WHEREAS, the City of Fairfield operates public transportation service as Fairfield and Suisun Transit on behalf of Fairfield and Suisun City; and

WHEREAS, the State of California is dedicated to reducing greenhouse gas emissions as identified in both the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375); and

WHEREAS, the California Air Resources Board (CARB) regulates air quality to meet statewide greenhouse gas reductions goals and has indicated that public transportation services will be required to implement renewable fuels and zero emissions bus technology; and

WHEREAS, the City of Fairfield has reviewed available alternative renewable fuels and zero emissions bus fleet alternatives; and

WHEREAS, the City of Fairfield has prepared a Policy that will reduce greenhouse gas emissions and comply with CARB requirements in a fiscally responsible manner.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FAIRFIELD HEREBY RESOLVES:

Section 1. The FAST Alternative Fuels and Fleet Replacement Policy (2016) is hereby adopted.

PASSED AND ADOPTED this 15th day of March 2016, by the following vote:

AYES: COUNCILMEMBERS: PRICE/TIMM/BERTANI/MOY/VACCARO

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

ABSTAIN: COUNCILMEMBERS: NONE

Mayor's signature: *Nancy T. Price*
MAYOR

ATTEST: *Karen L. Rees*
CITY CLERK

pw

City of Fairfield – FAST

Alternative Fuels and Fleet Replacement Policy

A. Policy Background

The adoption of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established the importance of greenhouse gas emissions and set in place mandates for their reduction. In response to that legislation, the California Air Resources Board (CARB) assumed the regulatory lead role in the development of policies, guidelines, and requirements to ensure that the legislative goals of AB32 and SB 375 were achieved.

CARB is now poised to release their new plan for public transit fleets, the Advanced Clean Transit amendment to the Fleet Rule for Transit Agencies that will require all transit operators to purchase and integrate Zero Emissions Buses (ZEB) into their fleet by 2040. Currently CARB staff has identified only Electric or Hydrogen Fuel Cell buses as meeting the 2040 zero-emission goal. CARB staff is also developing a proposal to further reduce emissions from the conventional bus fleet by requiring that local agencies use renewable fuels while phasing-in zero emission bus purchases.

B. Policy Objectives

This Policy achieves the following objectives:

1. Ensure the current FAST bus fleet and future acquisitions comply with CARB requirements to reduce greenhouse gas emissions.
2. Be fiscally responsible by minimizing capital and operational expenses

C. Compliance Strategy for CARB 2040 ZEB Requirements

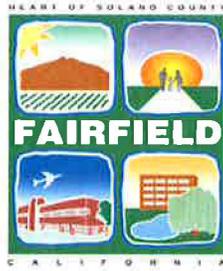
Buses

FAST intends to focus on transitioning to an all-electric bus fleet. Due to the long life span of the transit fleet and the capital investment required for electric charging stations to support an all-electric fleet, FAST intends to utilize Renewable Diesel as a CARB-compliant drop-in fuel for the bus fleet as electric vehicles are phased in.

Paratransit Replacements

FAST intends to focus on transitioning to an all-electric paratransit fleet over the next ten to fifteen years. In the meantime, FAST will continue utilizing current fuels and review various alternatives for maximizing greenhouse gas reductions through the paratransit fleet.

This page intentionally left blank.



MEMORANDUM

PUBLIC WORKS DEPARTMENT

DATE: March 11, 2016

TO: George R. Hicks, Director of Public Works

FROM: Nathaniel Atherstone, Transportation Manager 

SUBJECT: FAST Alternative Fuels and Fleet Replacement Strategy

Background: The adoption of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established the importance of greenhouse gas emissions and set in place mandates for their reduction. In response to that legislation, the California Air Resources Board (CARB) assumed the regulatory lead role in the development of policies, guidelines, and requirements to ensure that the legislative goals of AB32 and SB 375 were achieved.

CARB began regulating public transit fleets in 2000. CARB's approach to achieving greenhouse gas emissions was to regulate both fleet technology as well as the use of alternative fuels in order to reduce greenhouse gas emissions as quickly and effectively as possible.

The City's plan to meet the ultimate CARB air quality regulations has been to transition the FAST fleet to electric vehicles. The City purchased diesel-electric hybrid buses in 2009 and 2013 and has seriously considered the purchase of all-electric buses and paratransit vans over the past several years. However, a careful analysis of these vehicles showed that the technology for all-electric transit vehicles had not developed to the point where their purchase could be recommended for FAST at that time. In addition, CARB had not proposed or adopted its ultimate requirements and approved compliance options.

Proposed 2040 CARB Requirements for Transit Fleets: CARB is now poised to release their new plan for public transit fleets: the Advanced Clean Transit amendment to the Fleet Rule for Transit Agencies that will require all transit operators to purchase and integrate Zero Emissions Buses (ZEB) into their fleet by 2040ⁱ. CARB staff has identified only Electric or Hydrogen Fuel Cell buses as meeting the 2040 zero-emission goal. CARB staff is also developing a proposal to further reduce emissions from the conventional bus fleet by requiring that local agencies use renewable fuels while phasing in zero-emission bus purchases.

Goals: A policy is needed to focus the management of the FAST fleet on complying with these CARB requirements. The Policy should consider the life span of the transit fleet as well as the capital and operational costs associated with meeting these requirements. The primary goals for this Policy should be:

1. Reduce greenhouse gas emissions in compliance with CARB regulations.
2. Be fiscally responsible by minimizing capital and operational expenses.

Compliance Strategy

In order to successfully manage Fairfield and Suisun Transit (FAST), City staff closely monitors available technologies, regulatory requirements, and regulatory trends. The technology for equipment and renewable fuels is evolving quickly as vendors explore various strategies to reduce greenhouse gas emissions. CARB regulations have changed often and in some instances dramatically in response to the evolution of new technologies. Since the average life span of the FAST fleet vehicles is twelve or more years, it is critical that these trends be followed closely and commitments to new technologies be made in a way that allows the fleet to comply with CARB regulations over its entire life span and achieves this aim as economically as possible.

Existing Fleet Makeup

The City currently operates 59 buses (see Table 1) for commuter (SolanoExpress), local fixed-route (FAST), and ADA Paratransit (DART) service.

Table 1 – FAST Fleet Makeup

Service Type	OEM	Propulsion	Model Year	Planned Retirement	Total Buses
Commuter	Gillig	Diesel	2003	2020	2
Commuter	MCI	Diesel	2001	2018	1
Commuter	MCI	Diesel	2003	2018-2023	18
Fixed-Route	Gillig	Diesel	2002	2019	7
Fixed-Route	Gillig	Diesel	2007	2020	7
Fixed-Route	Gillig	Diesel	2009	2023	3
Fixed-Route	Gillig	Diesel-Electric Hybrid	2009	2023	1
Fixed-Route	Gillig	Diesel	2011	2024	3
Fixed-Route	Gillig	Diesel-Electric Hybrid	2013	2026	6
Paratransit	Ford	Gasoline	2007	2019	1
Paratransit	Ford	Gasoline	2011	2019	3
Paratransit	Ford	Gasoline	2014	2022	2
Paratransit	Ford	Gasoline	2015	2023	5
				Total	59

2040 Compliance – All-electric Bus Fleet

CARB has directed all transit agencies to move towards implementing a Zero Emissions Bus (ZEB) fleet program by 2040. Currently, only Electric buses and Hydrogen Fuel Cell buses meet the ZEB requirement. Currently, Hydrogen Fuel Cell buses are behind Electric Buses in the commercial market, cost more to implement, and raise safety and cost concerns for fueling infrastructure. As a result of this information, the City intends to transition into an all-electric transit bus fleet, consistent with the ZEB rule, by 2030; a full decade before the requirement. This can be accomplished by strategically investing in electric charging infrastructure while competitive grant funding is available.

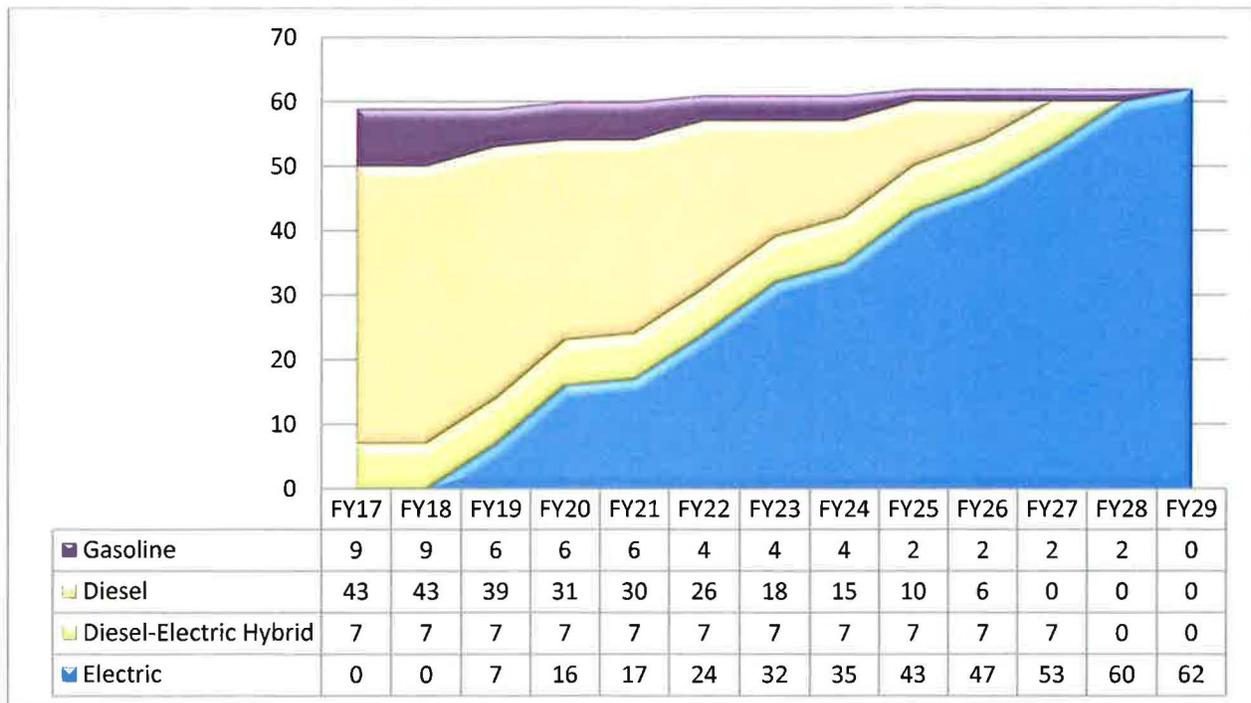
City staff will review the costs to implement electric bus vehicles into the FAST fleet, with the potential to begin purchasing buses in Fiscal Year 2018-19. The City's first electric bus purchase is targeted for local fixed-route operations, with the purchase of 16 fixed-route buses planned for the fall of 2019, pending available capital grant funding. Table 2 outlines the planned purchase/replacement schedule for the FAST fleet.

Table 2 – Fleet Replacement Units per Fiscal Year

<i>Fleet Type</i>	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Commuter	-	-	5	2	2	1	5	4	-	4	4	-	-
Local Fixed-Route	-	-	-	7	9	-	-	4	3	-	-	7	-
Paratransit	5	-	-	3	-	-	2	-	-	4	2	-	2

- Highlighted squares identify schedule to purchase electric buses (or latest approved alternative).

Table 3 – Fleet Replacement Transition to Electric ZEB by Fiscal Year 2030



In 2009 and 2013, the City purchased seven diesel-electric hybrid Gillig coaches. These buses have effectively reduced emissions while nearly doubling fuel efficiency when compared to their diesel counterparts. Depending on the availability of grant funding, FAST may leverage hybrid technology when grant funding is not available for electric buses.

Interim Approach

There are two primary transition fuel alternatives available to reduce emissions in compliance with CARB regulations: Compressed Natural Gas (CNG) and Renewable Diesel. Transitioning to a CNG fleet was the go-to strategy for reducing emissions for many transit fleets. CNG fuel is inexpensive and potentially offers a cost savings if utilized over many years. However, CNG typically requires a multi-million dollar up-front investment in fueling and maintenance facilities to implement. In addition, CNG buses are more expensive to purchase, are heavier – causing considerably more wear-and-tear on streets, are more expensive to maintain, and have less power. Lastly, with an average life span of twelve years for the FAST fleet, it would take a considerable amount of time to completely transition the fleet to CNG and achieve the air-quality benefits which are driving this Strategy. In consideration of these factors and the timing of FAST bus purchases, CNG was not an option that meets the primary goals listed above.

Renewable Diesel fuel, on the other hand, is only marginally more expensive than petroleum diesel fuel. It provides an immediate reduction in emissions for the entire FAST fleet (including hybrid buses), has lower tail-pipe emissions than CNG, and requires no additional capital costs to use since there is no need to change fueling stations or replace fleet vehicles to use Renewable Diesel fuel.

Compressed Natural Gas: The City could adopt Compressed Natural Gas (CNG) fuel as a transition fuel for the fleet, however, City staff does not recommend that as an option. Staff recently received correspondence from CARB staff stating that they also do not recommend that the City move to CNG as a fuel choice. In making their recommendation against CNG, CARB cited the considerable cost of facility upgrades and the inconsistency of CNG with the overall 2040 CARB requirements as reasons why they would not recommend CNG as a FAST fuel.

In addition, City staff has learned that NovaBus, makers of Prevost commuter coaches, has begun phasing out CNG as an alternative bus option. This is due to the lack of current orders and anticipated decline in demand for CNG buses. Prevost has instead begun focusing on electric buses to compete in the commuter bus manufacturing market.

If the City chose to move forward with CNG, the City would need to invest nearly \$3 million to construct a CNG fueling station and an additional \$0.5 million in ventilation upgrades to the Vehicle Maintenance Facility. With CNG, FAST emissions benefits would only accrue slowly over the next 10 to 15 years as the diesel and hybrid fleet are phased out. CNG buses currently cost the same as electric buses, at nearly \$800,000 each. The capital investment required in fueling and maintenance facilities would seriously delay the transition to an all-electric bus fleet, which will still be required in order to meet the CARB-mandated ZEB transition by 2040.

Renewable Diesel

Renewable Diesel is a renewable bio-diesel fuel that is processed using plant and animal fats, rather than crude oil/fossil fuels. The utilization of this alternative requires no capital investment, as Renewable Diesel is a drop-in fuel. This alternative provides immediate greenhouse gas reductions for the entire diesel fleet, while allowing the City to focus its capital investments towards implementing the ultimate goal of an electric bus path.

BENEFITS OF RENEWABLE DIESEL

REDUCE EMISSIONS

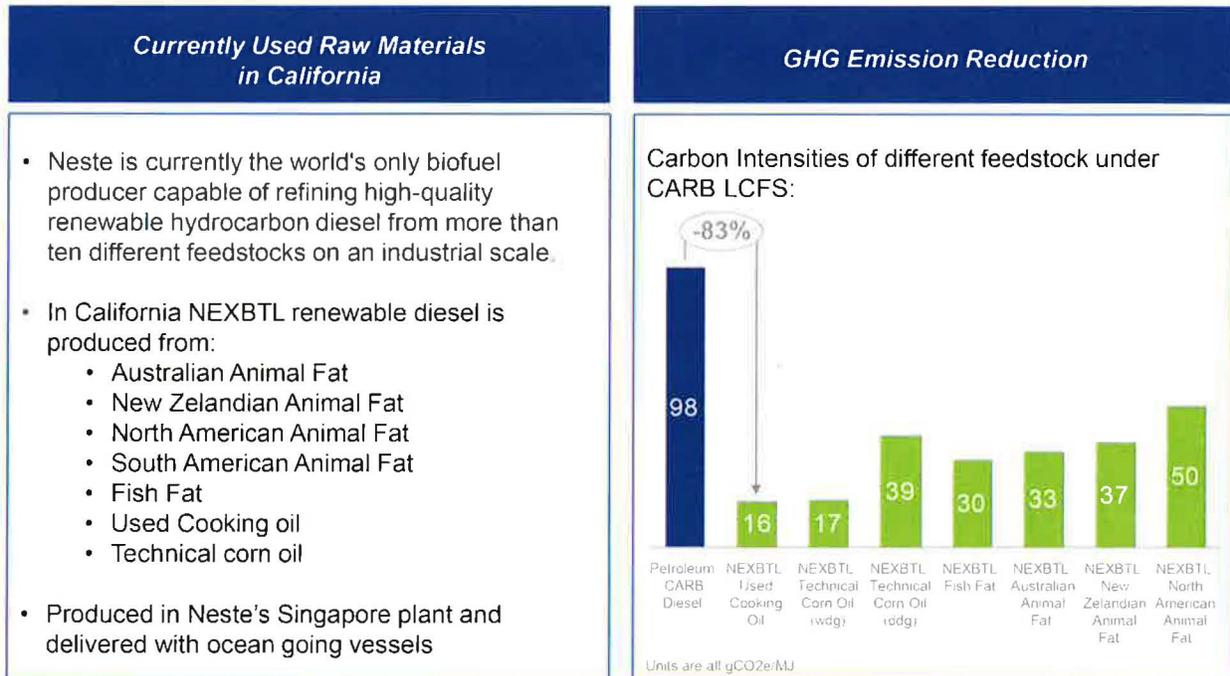
- Reduces CO2 emissions by 65 - 90% over petroleum diesel
- Particulate Matter (PM) 33%
- Nitrogen Oxides (NOx) 9%
- Carbon Monoxide (CO) 24%
- Hydrocarbons (HC) 30%CV

In 2013, the California Air Resources Board approved the use of Renewable Diesel as a drop-in alternative fuel.ⁱⁱ This fuel type has a 60% reduction in the carbon intensity of low-sulfur Diesel fuels, and as a result, demonstrates immediate emissions reductions.

The State of California Department of General Services declared that all State agencies will start purchasing and using Renewable Diesel for all State diesel fleets in December 2015.ⁱⁱⁱ At the time of this writing, local agencies currently using Renewable Diesel include the City and County of San Francisco (including SF Muni), City of Oakland,

City of Walnut Creek, and Sacramento County.^{iv,v} Sacramento Regional Transit and AC Transit have prepared documents to purchase Renewable Diesel beginning in 2017.

Renewable Diesel is produced from a variety of renewable bio fuel sources including animal fat, fish fat, used cooking oil, and corn oil. The carbon intensity of the fuel varies based on the blend of the source materials when producing Renewable Diesel.



Traditional petroleum-based Diesel burns at a carbon intensity of 98g CO₂e/MJ. On average, the carbon intensity of Renewable Diesel sold in California is approximately 31g CO₂e/MJ. This presents an immediate carbon reduction of approximately 69%. For comparison purposes, the carbon intensity of CNG fuels produced in California are 68g CO₂e/MJ^{vi}, or a carbon reduction of only 30%.

Renewable Diesel currently costs less than 20% more per gallon than traditional low-sulfur diesel fuel. Renewable Diesel fuels are supported by CARB and currently leverage rebates in order to keep costs competitive with traditional diesel. FAST currently spends approximately \$1.3 million in diesel fuel annually. Conservatively speaking, a 20% increase in operating costs for Renewable Diesel will increase the fuels budget by \$260,000 annually. There is no capital investment required to use Renewable Diesel. There will be no need for the City to replace buses in order to use this fuel and leverage the greenhouse gas emissions benefits.

Fuel Procurement: The City participates in the fuel purchasing consortium of the Regional Transit Coordinating Council (RTCC). The RTCC members are working on a Request for Proposal (RFP) for the upcoming contract that ends December 31, 2016. The RFP will include unleaded gasoline, petroleum diesel, and renewable diesel. Fuel contracts are expected to be executed with the responsible bidder on January 1, 2017. The three-year contract would put RTCC members in a position to meet the CARB-proposed Advanced Clean Transit rule starting in 2018 to switch to renewable fuels when fuel contracts run out. As a result of this timeline, the City will be in a position to begin purchasing and using renewable diesel fuels beginning in 2017.

SolanoExpress Replacements: Due to the age and mileage of the existing SolanoExpress fleet, the City needs to immediately purchase nine (9) new buses, with a scheduled delivery beginning in 2018. Nine (9) of the 2003 MCI buses are currently operating with over 600,000 miles (the typical lifespan is 500,000 miles) and will approach 700,000 lifespan miles before anticipated delivery of new buses. City staff initially considered purchasing electric commuter coaches, however, current electric bus alternatives are very new and yet untested. Currently, only one vendor in the United States (BYD) sells electric commuter over-the-road coaches and the first models are not expected to be delivered for use until late 2016 or early 2017. The City believes that it is in the best interest of the SolanoExpress program to monitor the performance results of the first electric commuter coaches on the market while focusing on funding and installation of the charging facilities required to support an all-electric SolanoExpress fleet. The City believes that the technology has developed to the point where the cost, range, and reliability of electric commuter coaches will make them a viable choice within the next few years. In the meantime, City staff recommends that the nine buses needed now be purchased as diesel and operated using renewable diesel fuel.

Paratransit Replacements: Currently, there are limited ZEB alternatives for the paratransit fleet. Current electric paratransit buses provide very limited range, and as a result would require an expansion of the paratransit fleet to meet service demand. FAST currently operates gasoline-driven cutaway buses for its paratransit services. FAST staff anticipates that the demand for electric cutaway buses for paratransit services will increase over the next five years, and as a result, anticipate that the technology for electric paratransit buses will improve and viable alternatives will be available by 2022. In the meantime, FAST will review various alternatives for maximizing greenhouse gas reductions through the paratransit fleet.

Recommendation

An investment in CNG is not an appropriate choice for FAST. CARB staff do not support installing CNG infrastructure and have recognized that the investment dollars that would go into CNG should instead be focused on a ZEB alternative.

Renewable Diesel is a drop-in renewable alternative fuel supported by CARB and provides an immediate greenhouse gas reduction for existing diesel fleets. The greenhouse gas reductions are comparable to, if not better than, CNG. FAST operating costs will marginally increase, but there is no additional capital investment. The City can effectively reduce emissions with Renewable Diesel as soon as 2017.

The State supports transitioning to Electric Buses as a ZEB fleet alternative, and CARB is anticipated to require that local agencies operate a fleet of ZEB buses by 2040. Electric buses are currently available for local fleets, will soon be available for commuter coaches, and the technology is improving year after year. In the next 12 months, staff intends to engage a firm to outline the costs of installing electric charging infrastructure needed to transition to an electric fleet program and provide the information needed to compete for grant funding for a FAST charging facility. City staff will then pursue funding to install electric charging infrastructure at City facilities with the intent to have the facilities on place to support the start of replacing diesel buses with electric buses within the next three to five years.

City staff recommends that FAST focus its interim/transitional program on using Renewable Diesel, which requires no capital investment, and seek opportunities to install infrastructure for electric buses to meet the ZEB requirement by 2040.

ⁱ <http://www.arb.ca.gov/msprog/bus/bus.htm>

ⁱⁱ http://www.arb.ca.gov/fuels/diesel/altdiesel/07312013_RDjointstatement.pdf

ⁱⁱⁱ <http://www.dgs.ca.gov/dgs/Newsroom/tabid/72/ArticleID/48/State-Greens-Government-Fuel-Purchases.aspx>

^{iv} <http://www.sfmayor.org/index.aspx?page=846&recordid=919&returnURL=%2findex.aspx>

^v <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak055837.pdf>

^{vi} http://www.arb.ca.gov/fuels/lcfs/121409lcfs_lutables.pdf Table 7. Carbon Intensity Lookup Table for Diesel and Fuels that Substitute for Diesel.

This page intentionally left blank.

Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel

	CNG	Low Sulfur Diesel	Bio-diesel (B5-B20)	Renewable Diesel
Average Cost per Gallon /GGE	\$2.09 ¹	\$2.23 ¹	\$2.41 ¹	\$2.25 ²
Cost per New Vehicle ³	\$838,122	\$646,000	\$646,000	\$646,000
Lifecycle Emission Reduction ⁴ (includes production emissions) vs. Low Sulfur Diesel	Methane (CH ₄) leaks during production may decrease total GHG reductions (fugitive methane)	N/A	<ul style="list-style-type: none"> Reduces PM 10 by 32% Reduces CO by 32% 	Reduces GHG by 40% to 90%
Tailpipe Emissions Impact ⁴ vs. Low Sulfur Diesel	<ul style="list-style-type: none"> Reduces PM 10 Reduces CO by 22% Increases Methane (CH₄) Some reductions are offset by increases due to fuel economy 	N/A	<ul style="list-style-type: none"> Reduces PM 10 up to 68% Reduces CO by 2%-11% May increase NO_x compared to Fossil Diesel based on engine type and duty cycle 	<ul style="list-style-type: none"> Reduces NO_x by 14% Reduces PM by 34% Reduces CO by 24%
Infrastructure Requirements	Requires new fueling and fuel storage facilities	Exhaust gas recirculation devices, Particulate traps and/or filters may be required for retrofitting older vehicles	Fueling facilities require additional maintenance due to fuel residue	No difference from Standard Diesel Bus

¹ <http://www.afdc.energy.gov/fuels/prices.html>

² Propel: Current Price 3/11/2016

³ STA Board: Intercity Bus Replacement Plan Staff Report 12/18/2015

⁴ Data sources include:

Clean Diesel versus CNG Buses: *Cost, Air Quality, and Climate Impacts*: Dana Lowell, MJB&A 2/22/2012 from EPA MOVES emission model. Well-to-Tank from the GREET 1 model;

Effect of B20 and Low Aromatic Diesel on Transit Bus NO_x Emissions Over Driving Cycles with a Range of Kinetic Intensity, Michael P. Lammert, Robert L. McCormick, Petr Sindler and Aaron Williams; National Renewable Energy Laboratory 9/24/12;

Neste Oil: Neste Renewable Diesel Distributed by Golden Gate Petroleum

Propelfuels.com: Propel Brings High Performance Renewable Diesel to Hayward, CA

	CNG	Low Sulfur Diesel	Bio-diesel (B5-B20)	Renewable Diesel
Maintenance Requirements	<ul style="list-style-type: none"> • May require changes to maintenance practices • Fueling facilities require additional maintenance 	<ul style="list-style-type: none"> • Minor maintenance of recirculation devices, particulate traps, and/or oxidation catalysts may be required 	<ul style="list-style-type: none"> • May void vehicle warranty • Requires additional maintenance and/or vehicle retrofit 	<ul style="list-style-type: none"> • No difference from Standard Diesel Bus



DATE: May 5, 2015
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY) FY 2016-17 and 2017-18

Background:

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

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

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

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

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

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

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

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

Discussion:

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

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

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

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

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

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

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

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

TRANSIT CENTERS

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

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

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

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

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

STA PLANNING ACTIVITIES

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

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

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

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

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

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

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

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

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

The draft OWP was presented at the April meetings of the Consortium and STA TAC and May meeting of the STA Board.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's Overall Work Plan for FY 2016-17 and FY 2017-18 as shown in Attachment A.

Attachment:

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

This page intentionally left blank.

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	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> 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 • Identification of 7 construction packages has been completed. • Packages 2 and 3 are in design. • 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</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		By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Lead – Projects</p>	<p>2.</p>	<p><u>I-80 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</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 ED - COMPLETED (Segments 1 & 2) Design for Segments 2 & 3 Initiated</p> <p><u>ECD:</u> PS&E – Jan 2018 Segment 1 PS&E – Jan 2018 Segment 2</p> <p>CON – Spring 2018 Segment 1 (pending funding) CON – Fall 2018 Segment 2 (pending funding)</p>	<p>STA PA/ED Design</p>	<p>\$16.4 M Bridge Tolls</p> <p>\$17.8 M BAIFA Funds for PS&E Segments 1 and 2</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 • R/W • Con</p>	<p>\$49.8 M Bridge Tolls \$49.8 M TCIF</p>				<p>\$100.6 M</p> <p>WB Scales (\$170 M): PS&E \$15.2 M R/W \$37.65 M CON \$117.15 M</p>	<p>Projects Janet Adams</p>

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. Form Working Group for WB Scales Advocate for funding WB Scales Proposed WB Scales to be included in new RTP as Freight Priority Project Working with MTC to have WB included in Regional Goods Movements Plan 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) Added WB Scales to MTC Regional Goods Movement Plan. <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014</p>						
STA Lead – Projects	4.	<p><u>Managed Lanes Implementation Plan</u> <u>Transportation projects that support facilities such as transit hubs and park and ride lots in an effort to attract and support a greater capacity of express lane users and Solano Express Bus riders.</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> STA staff continued participation on MTC MLIP Working Group Clarifying Solano MLIP project definitions as part of the STA’s Transit Corridor Study (Phase 2) <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 	MTC STA	Regional OBAG 2		X		Projects Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> • <u>MLIP projects to be considered in OBAG 2</u> • <u>STA Board Workshop to identify MLIP Capital Priorities as part of Transit Corridor Study Phase 2</u> 							
STA Lead – Projects	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"> • Implemented Phase 2 Ramp Metering - COMPLETED • One Year Implementation Plan Phase 2 – June 2017 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Phase 2 Implementation – COMPLETED <p><u>ECD:</u></p> <p>Phase 2 Ramp Metering Implementation One Year Study – June 2017</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds		X		N/A	Projects Robert Guerrero
STA Lead - Projects	6.	<p><u>SR 37</u> 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"> • MOU established between Napa/Sonoma/Marin/Solano TA on December 2015 • Created SR 37 Project Leadership Team, SR 37 Executive Steering Committee and SR 37 Policy Committee. • SR 12 Corridor Financial Opportunities Analysis RFP distributed. • SR 37 MOU working to define the scope of the corridor project. • Seeking funding to develop environmental documents and to initiate a Project Study Report for corridor. 				X			Projects Janet Adams Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<p>Milestones:</p> <ul style="list-style-type: none"> SR 12 Corridor Financial Opportunities Analysis Consultant Selected and project commences June 1, 2016 <p>ECD:</p> <ul style="list-style-type: none"> SR 12 Corridor Financial Opportunities Analysis estimated completion - January 2017 							
STA Lead – Projects	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"> Environmental Document – COMPLETED Funding needed for project design and construction Scoping out Initial Construction Package Design Scope/Fee in partnership with County and Vallejo 	STA PA/ED	Federal Earmark		X		\$65M	Projects Janet Adams
STA Co-Lead Projects	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>Milestones:</p> <ul style="list-style-type: none"> 	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

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

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

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Co-Lead Plans</p>	<p>10.</p>	<p><u>Vallejo Station (Phase B)</u> Revitalize Vallejo’s 92-acre waterfront with a dynamic mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Design 90% Complete • Environmentally cleared – CEQA EIR Certified • Right of Way Acquired <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Construction (Date: TBD) <p><u>EDC:</u> Identify Construction Funds - 2016</p>	<p>City of Vallejo</p>			<p align="center">X</p>		<p align="center">\$26M-28M Construction Cost</p>	<p align="center">Projects Janet Adams Robert Guerrero</p>
<p>STA Co-Lead Plans</p>	<p>11.</p>	<p><u>SR 29 Corridor Coordination</u> Improve SR 29 for both transit and capital safety/efficiency investments. A. STA to work with City of Vallejo to implement HSIP and SR2S Projects along corridor to improvement safety.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • The City of Vallejo 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. <p><u>Milestones:</u></p> <p><u>EDC:</u> Capital Investments Completed - 18 to 24 months</p>	<p>City of Vallejo SolTrans NVTA</p>			<p align="center">X</p>			<p align="center">Planning/Projects Robert Macaulay Philip Kamhi</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

- | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | <ul style="list-style-type: none"> A. EDC:Vallejo Station Phase B Post Office Relocation – 2017 B. Benicia Bus Hub – 2016 C. Fairfield Vacaville Train Station Phase 1 - 2017 | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Co-Lead Projects Program	12.	Develop Future Bridge Toll Project Priorities A. Transit Facilities <ul style="list-style-type: none"> ● Fairfield/Vacaville Intermodal Station, Phase 2 ● Fairfield Transportation Center (FTC) ● Vallejo Station Parking Phase B B. Highway Facilities <ul style="list-style-type: none"> ● I-80 Express Lanes ● I-80/I-680/SR 12 Interchange ● I-80 WB Truck Scales Milestones: STA Board approved the priorities for future bridge toll projects in Solano County.	STA Vallejo Fairfield		X	X			Projects: Janet Adams
	13.	<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>	STA	\$1M City of Dixon \$1.2M STIP TE \$975k TDA Swap \$2.5M OBAG				\$7M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<u>PS&E – COMPLETED</u> <u>R/W COMPLETED</u> <u>CON – COMPLETED</u> <u>ECD:</u> <u>Construction Closeout 2016</u>							
STA Co-Lead – Projects	14.	<u>Jepson Parkway Project</u> A. Vanden Rd. (Segments 2A and 2B) B. Leisure Town Rd. (Segments 1 and 3) C. Walters Rd. Extension <u>Status:</u> <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 <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	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local		X		\$185 M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<u>ECD:</u> Beg Con: FY 2016-17 (Segments 1 and 2A)							
STA Co-Lead Projects	15.	<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> Completion Expected in 2016</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark (2005)</p> <p>South Gate Fully Funded</p>		X		<p>South Gate \$3M</p>	<p>Projects Janet Adams Robert Guerrero</p>
STA Monitoring – Programs	16.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u> A. Monitor and manage local projects. B. Develop Pilot Solano Project Online Tracker (SPOT) Management Webtool 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 Monitor SR2S project implementation Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls Monitor pilot PCA project 	<p>STA</p>	<p>STIP-PPM STP</p>		X		<p>N/A</p>	<p>Projects Anthony Adams</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> Participate in PDT's for projects to insure successful delivery <p><u>ECD:</u></p> <ul style="list-style-type: none"> Completion estimated April 2016 SPOT activities will be ongoing 						
STA Lead Studies	17.	<p><u>Private Public Partnerships (P3)</u> 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"> Feasibility Study – COMPLETED Phase 2 Implementation Curtola – COMPLETE Initiated Dixon Park and Ride P3 Feasibility Study <p><u>EDC</u></p> <ul style="list-style-type: none"> Dixon Park and Ride P3 Feasibility Study estimated completion- June 2016 	STA	\$100,000 Phase 2 \$25,000 SolTrans			\$24,000	Projects Robert Guerrero
STA Lead - Studies	18.	<p><u>Solano County 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"> The first Solano County Pothole report was completed in December 2014 2nd Solano County Pothole report draft currently being developed Subsequent updates to the Pothole Report are anticipated bi-annually ECD 2016 Solano County Pothole Report estimated completion in September 2016 	STA	PPM		X	\$12,500	Projects Anthony Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Lead – Program</p>	<p>19.</p>	<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 ● RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary) \$2.435 Million collected to date; with \$1.079 Million Disbursed to project <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● 3rd Annual Report 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 <p><u>ECD:</u> RTIF Program is a five-year program and administrative tasks will continue to be ongoing until the program expires.</p>	<p align="center">STA</p>	<p align="center">PPM/RTIF</p>		<p align="center">X</p>			<p align="center">Projects Robert Guerrero</p>
<p>STA Lead – Planning</p>	<p>20.</p>	<p><u>Comprehensive Transportation Plan Update (CTP)</u> Adopted chapters – Introduction, Land Use, Past Achievements, Active Transportation. Arterials, Highways and Freeways</p>	<p align="center">STA</p>	<p align="center">STP TDA STAF</p>		<p align="center">X</p>	<p align="center">X</p>		<p align="center">Planning Robert Macaulay/</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

	<p><u>Status:</u></p> <ul style="list-style-type: none"> • Project list updated • Goals and State of the System have been updated • Gap Analysis drafted • AHF Committee reconvened • Annual Pothole Report has been approved <p>Active Transportation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Adopted <p>New Chapters</p> <ul style="list-style-type: none"> • Equity • New Technologies and Services <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p>Transit and Rideshare</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project List updated • Goals, State of the System, Gap Analysis and Resources chapters completed • Policies, Milestones and Performance chapter drafted • T&R Committee reconvened <p>Public Outreach</p> <ul style="list-style-type: none"> • Website established • Public Outreach Meetings in 2015 and 2016 • Telephone Town Halls coordinated • Follow-up to Public Comments completed 							<p align="center">Ryan Dodge</p> <p align="center">Elizabeth Richards</p> <p align="center">Jayne Bauer/ Daniel Coffeen</p>
--	---	--	--	--	--	--	--	---

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<p><u>Milestones as of 4/13/16:</u> 58,410 Total participants (surveys, email, phone, town hall meetings) 2,132 Public Comments</p> <ul style="list-style-type: none"> Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p><u>ECD:</u> Bike and Pedestrian projects to be updated Active Transportation - COMPLETED Transit and Rideshare - July 2016 Arterials, Highways and Freeways - September 2016 Final Document – October 2016</p>							
STA Co-Lead	21.	<p><u>Regional Transportation Plan Update/Sustainable Communities Strategy</u> 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. Second Solano meeting June 2016. Next SCS to be adopted in summer 2017. <p><u>ECD:</u> New RTP/SCS – scheduled for July 2017 adoption OBAG 2 project selection – December 2016</p>	MTC/STA	STP		X	X		Planning Robert Macaulay

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Lead – Planning</p>	<p>22.</p>	<p><u>Priority Development Area and Priority Conservation Area Planning and Implementation</u> A. Coordinate 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></p> <ul style="list-style-type: none"> ● PDA Planning underway. ● Fairfield and Suisun City plans drafted ● PCA Plan drafted, ready for Board approval. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● PDA Planning Grants have STA/City funding agreements; consultant under contract; Planning work to be completed first half of 2017 ● Draft PCA Plan completed 2016 <p><u>ECD:</u></p> <ol style="list-style-type: none"> 1. PDA Fairfield/Suisun - Dec 2016 2. PDA Benicia/Dixon/Rio Vista - March 2017 3. PCA - June 2016 	<p>STA</p>	<p>Regional TLC CMAQ STP Planning</p>		<p>X</p>	<p>X</p>	<p>\$1.5 M \$75,000</p>	<p>Planning Robert Macaulay Drew Hart</p>
<p>STA Lead – Programs</p>	<p>23.</p>	<p><u>Congestion Management Program (CMP)</u> <u>Status:</u> Bi-annual CMP Completed in 2016. Next update due in 2017</p>	<p>STA</p>	<p>STP Planning</p>			<p>X</p>		<p>Planning Robert Macaulay</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<p><u>Status:</u></p> <ul style="list-style-type: none"> • CMP Update for 2015 has been completed; . • CMAs monitoring legislation that may change CMP standards <p><u>ECD:</u> FY Sept 2017</p>							
STA Lead – Programs	24.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u> 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> <ul style="list-style-type: none"> A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design B. Pleasants Valley Rd Class II - Construction summer 2016 C. Suisun Valley Farm to Market - First phases to be constructed summer 2016; seeking funds for remaining phases D. Suisun City Driftwood Drive – Construction summer 2016 E. –Rio Vista Highway 12 Crossing – Construction summer 2016 F. Vacaville Rocky Hill Trail – Construction summer 2016 G. Vallejo Bay Trail/Vine Trail – Feasibility Study complete; seeking ATP funds summer 2016 <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. • 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</p>	<p>Fairfield Vacaville STA County</p> <p>Suisun City</p> <p>Rio Vista Vacaville Vallejo/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>		X		\$85,000	<p>Planning Drew Hart</p>



**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16							
STA Lead – Programs	25.	<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> <ul style="list-style-type: none"> A. East Tabor Ave Crossing (Fairfield) – applied for 2015 ATP funds (not funded) B. West Texas Street Gateway (Fairfield) - applied for 2015 ATP funds (not funded) C. Suisun Valley Farm to Market – phase 1 received funds, environmental review is pending, remaining project in phases D. Driftwood Drive (Suisun City) - funded E. Elmira Road Bike Path (Vacaville) – right-of-way purchase and environmental review needed F. Rocky Hill Trail (Vacaville) – funded G. Bay Trail/Vine Trail Gap Closure – applying for ATP funds (2016) <p><u>Milestones:</u></p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School		X			Planning Ryan Dodge

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> Countywide Pedestrian Plan project list - priority list updated summer of 2015 <p><u>ECD:</u> Pursue funding for priority projects - FY 16-17</p>						
STA Lead – Programs	26.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. Agency Websites and Facebook pages B. Events C. 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 K. Solano Mobility website and Facebook page L. SolanoExpress website and Facebook page <p><u>Status:</u></p> <ul style="list-style-type: none"> Multiple website editors update agency websites STA, SR2S, and SNCI Facebook pages being maintained. In-house individual project fact 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 Assist with planning/implementation of Transportation Summit III (SPWDT) FY 2015-16 Release 25th Anniversary edition of STA Annual Report FY 2015-16 <p>FY 2016-17:</p>	STA	TFCA Gas Tax Sponsors		X		<p>Planning Jayne Bauer Daniel Coffeen</p> <p>Philip Kamhi Judy Leaks</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> ● Implement SolanoExpress Marketing Campaign ● Implement SNCI Marketing Campaign Implement Constant Contact for stakeholder communication (\$1,000) ● Create new websites for STA, SNCI and SR2S (\$70-100K) ● Assist with planning/implementation of Rail-Volution Mobile Workshop <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Ribbon Cutting Rio Vista Waterfront Promenade ● Groundbreaking Benicia Bus Hub ● 25th Anniversary 2015 Awards Program in Benicia ● Implemented new websites for Solano Mobility and SolanoExpress ● 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 							
STA Lead – Programs	27.	<p><u>Clean Air Fund Program and Monitoring</u></p> <p>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 - \$332,000 available for FY 16-17 B. BAAQMD: <ul style="list-style-type: none"> ● Solano Commute Alternatives Outreach ● Solano Community College Bus Voucher Program </p>	STA YSAQMD	TFCA Clean Air Funds				\$340,000 FY 16-17 (TFCA) \$332,000 FY 16-17 (YSAQMD Clean Air)	Planning Drew Hart

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.							
STA Co-Lead Programs	28.	<u>Solano Climate Action Program</u> Develop and update county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors. Fund implementation programs <u>Status:</u> <ul style="list-style-type: none"> All PG&E and SGC funded work has been COMPLETED STA has obtained a California Energy Commission grant for EV readiness 	STA	PG&E and SGC grants			X		Planning Robert Macaulay Drew Hart

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	29.	<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, Facebook and Instagram pages ● Coordinate SR2S Community Task Forces and SR2S Advisory Committee ● Work with Solano 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 OBAG 1 engineering projects from SR2S Plan update ● Continue Walking School Bus implementation ● Continue implementation of monthly and weekly Walking Wednesday initiative ● Continue to seek additional grant funds for SR2S Program implementation ● Implement the 3rd Public Safety Enforcement Grant ● Develop a robust evaluation system of SR2S program ● Implement enhanced WSB program utilizing ATP funding ● Work with Solano Public Health to implement parent workshops utilizing ATP funding 	STA	CMAQ TFCA-PM YSAQMD BAAQMD TDA ATP		X	X	\$1.5 M Encouragement, Education and Enforcement \$2.7M Engineering	Transit/SNCI Judy Leaks Betsy Beavers Karin Bloesch Tiffany Gephart
----------------------------	------------	--	-----	---	--	---	---	---	---

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

	<ul style="list-style-type: none"> • 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 \$8 million in SR2S funding obtained (2008-2015) • Secured \$3.067M in competitive ATP Cycle 2 funding for SR2S parent education workshops, enhanced WSB and Engineering improvements • Produced multiple PSAs focusing on program promotion • Launch SR2S Instagram, March 2016 • Second Safe Routes to School Poster Contest, received 125 entries • Complete the Vallejo City Unified School District Pilot High School Trip Reduction Project (by June 30, 2016) • Released the 2014-15 Year End SR2S Report Card • As of March 2016, 60 schools have held 159 events attended by 13,345 students • 44 schools with 9,430 students participated in International Walk to School Day in October 2015. For the second year in a row, all cities and school districts in Solano County participated. • 38 schools participated in October 2015 Travel Surveys. Goal is 40 Travel Surveys for May. Survey is now available online. • SR2S Program Guide and marketing materials updated • Completed SR2S Enforcement Grant Round 2 with the Cities of Rio Vista and Vacaville • Completed the update of the online mapping tool for WSB routes <p><u>ECD:</u></p> <ul style="list-style-type: none"> • SR2S OBAG 1 Engineering Projects (Rio Vista, Suisun City, Vacaville and Vallejo) complete by 2016 • SR2S OBAG 1 Engineering Project (Dixon) complete by 2017 							
--	--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

- | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | <ul style="list-style-type: none"> SR2S ATP Cycle 2 Engineering Projects (Benicia and Vallejo) complete by 2019 | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Lead – Studies</p>	<p>30.</p>	<p><u>Countywide Transit Coordination</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination SRTP • Implement Enhanced Transit Coordination Strategies <ul style="list-style-type: none"> ○ -Standardized fare structure ○ -Transit capital planning ○ Alternative Fuels Policy/Strategy ○ -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 • Select service option for Solano Express from Transit Corridor Study • Rio Vista Transit Service Outreach and Analysis <p><u>Milestones :</u></p> <ul style="list-style-type: none"> • SolanoExpress Service Option - Completed • Update Solano Express Capital Plan – Completed • Implement Clipper – Completed • Rio Vista Transit Service Outreach and Analysis – Completed • SRTP Drafts being reviewed by Operators • I-80/I-680/I-780/SR12 Transit Corridor Study Update – Completed <p><u>ECD:</u> Countywide Coordinated SRTPs - September 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – June 2016 Implement SolanoExpress Service Changes – July 2017 Alternative Fuels Policy/Strategy – July 2016 I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – June 2016</p>	<p>STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville</p>	<p>MTC/STAF STAFSTAF STAF</p>		<p>X X X X</p>		<p>\$550,000</p>	<p>Transit Philip Kamhi</p>
----------------------------------	-------------------	---	---	---------------------------------------	--	----------------------------	--	------------------	---------------------------------

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Program	31.	<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"> • Call for Projects 2017-18 • Project Selection • Monitor Projects <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for Projects- Completed • Monitoring Lifeline Projects • STAF Operating – SolTrans Route 1 and 85. Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, and E. Tabor Sidewalk Crossing • JARC Operating FAST Route 20, 30 and FAST Local Taxi Scrip. SolTrans Route 2. • Prop 1B Capital –SolTrans (3) Replacement buses and Dixon Read-Ride (1) replacement bus • Solano Community College has initiated an effort to assess an increase in the student fees to provide a reduced-fare transit pass for students. <p><u>ECD:</u> Lifeline Funding Fifth Cycle- Estimated FY 2017-18 – FY 2018-19</p>	STA/MTC	STAF		X		\$17,000	Transit Liz Niedziela
---------------------------	------------	---	---------	------	--	---	--	----------	--------------------------

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead - Programs	32.	<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 and FY 2017-18- 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 2016-17 - Estimated June 2017</p>	STA/MTC	FTA 5311		X		\$900,000	Transit Liz Niedziela
STA Lead – Programs	33.	<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"> ● Mobility Management Programs being developed ● Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update 	STA	STAF				\$50,000 \$30,000	Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> 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 April 2016) FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed PCC TDA claim review for FY 2015-16 - Completed <ul style="list-style-type: none"> PCC Brochure 2013- Completed <p><u>ECD:</u> PCC Work plans - 2017 and 2018 FTA 5310 call for projects - 2018 TDA Claim Review – FY 2016-17 and 2017-18 Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update – June 2017</p>							
STA Lead – Programs	34.	<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 Funding Agreement Update RM2 Transit Operating Fund Coordination SolanoExpress Intercity Transit Marketing Intercity Ridership Study Update TDA Matrix - Reconciliation and Cost Sharing 	STA	TDA RM2 STAF					Transit Philip Kamhi

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> • Development of multi-year funding plan • Development of Intercity Bus Capital Replacement Plan/Manage SolanoExpress Facebook <p><u>Status:</u></p> <ul style="list-style-type: none"> • Manage Intercity Transit Consortium - ongoing • SolanoExpress Intercity Transit Marketing - in process/ongoing • Intercity Transit Funding Group Development - ongoing • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2016-17 and 2017-18 • 2016-17 Intercity Ridership Survey <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • SolanoExpress Capital Bus Replacement Plan Developed - Completed • RM2 Service Interim Expansion – Completed • TDA Matrix - Reconciliation and Cost Sharing 2015-16 – Completed • Created SolanoExpress Facebook Page - Completed <p><u>EDC:</u> Intercity Transit Funding agreement updated - June 2016</p> <ul style="list-style-type: none"> • Intercity Transit Funding agreement updated - June 2017 • SolanoExpress Expansion Marketing – June 2016 					X	X		
							X	X		
							X	X		
							X	X		

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	35.	<p><u>Solano County Mobility Management Programs</u></p> <ul style="list-style-type: none"> ● Support and Monitor Mobility Management Programs: ● Countywide ADA In-Person Eligibility Program ● Travel Training Program ● Senior Safe Driving ● Solano Mobility Website <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Coordinate and report on Countywide ADA In-Person Eligibility Program <ul style="list-style-type: none"> ● Support Transit Operators with Travel Training programs and non-profit providers ● Provide outreach on all Solano Mobility Programs and Call Center services ● 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 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Support Ambassador Programs and coordinate with Transit operators on travel training - Ongoing ● Coordination and support non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) - Ongoing ● Evaluate In Person Eligibility Program- Ongoing ● Countywide In Person ADA Eligibility Program Contract Extended (April 2016) - Completed ● Develop Website – Completed 	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM		X		\$800,000	Transit Kristina Holden
----------------------------	------------	---	--------------------------------------	-----------------------------------	--	---	--	-----------	----------------------------

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead Program	36.	<p><u>Intercity Taxi Scrip Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools.</p> <p>A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p>Status:</p> <ul style="list-style-type: none"> Monitoring program - ongoing Implementation of Phase 2 - developing Implementation of improvements to current Taxi Scrip Program – ongoing Develop online program information (website) - ongoing <p>Milestones:</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 <p>Develop service options for phase 2 – Completed</p> <p><u>ECD:</u></p> <ul style="list-style-type: none"> Implementation of Phase 2 – 2017 MOU with Taxi Operators – June 2016 MOU with Transit Operators – June 2016 MOU with Solano County for Low-Income Fare Eligibility – May 2016 	<p align="center">STA</p>	<p align="center">TDA</p>		<p align="center">X</p>			<p align="center">Transit Debbie McQuilkin</p>
-------------------------	------------	---	---------------------------	---------------------------	--	-------------------------	--	--	--

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)

	<ul style="list-style-type: none"> ● Contract with a vanpool vendor to provide vehicles for new van starts. ● Administer the Napa Vanpool Subsidy Program. ● Direct the Napa and Solano Employer Commute Challenges; redesign/modify the Commute Challenges to increase efficiencies. ● Provide employers in Solano and Napa counties assistance to implement commute alternative programs like the Bay Area Commuter Benefits Program. . ● Continue to implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program ● Redesign the Commuter Information website by changing the focus to employer assistance and vanpooling while incorporating general commuter information into Solano Mobility website. ● Coordinate efforts to implement a “Last-Mile Shuttle” from the Suisun City Amtrak Depot to a nearby business/work center. ● Implement a feedback and evaluation system to assess/analyze promotions, events, etc through surveys. ● <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 16 Energizer Stations in Solano County and 12 stations in Napa that 700 cyclists visited. ● Completed the ninth Solano Commute Challenge with 27 employers and 430 employees participating; and the fourth Napa Commute Challenge with 19 employees and 214 employee participants. 							
--	--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> 27 new vans were started to/from Solano/Napa counties and SNCI supports 193 vanpools 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. Established the Transportation Info Depot, a transportation information center, at the Suisun City train station in November 2014. Marketed the launch of Clipper in Solano County Continued the implementation of the Bay Area Commuter Benefits Program; added 31 new employers. 						
STA Co-Lead Projects	38.	<p><u>Capitol Corridor Rail Stations/Service</u></p> <p><u>Status:</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station under construction. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p> <p>C. Update Solano Passenger Rail Station Plan; plan adopted.</p> <p>D. Monitor Vallejo's Rail Service Plan for Mare Island</p> <p>E. Suisun/Fairfield Train Station Upgrade under construction</p> <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan adopted. Fairfield/Vacaville Station construction under way Suisun/Fairfield Train Station Upgrade under way</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Vallejo</p> <p>City of Suisun City</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program</p>			<p>\$68 M FF/VV Station</p> <p>\$125,000</p> <p>\$66,050</p> <p>\$600,000</p>	<p>Planning/Projects Janet Adams Robert Macaulay</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

<p>STA Monitoring Projects</p>	<p>39.</p>	<p><u>WETA Ferry Support and Operational Funds</u> A. Ferry Service</p> <p><u>Status:</u></p> <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>	<p>Vallejo</p>	<p>RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP</p> <p>Funding Plan TBD</p>				<p>\$65M \$10.8M \$0.5M</p>	<p>Projects Janet Adams</p> <p>Transit Philip Kamhi</p>
<p>STA Lead – Programs</p>	<p>40.</p>	<p><u>Countywide Traffic Model and Geographic Information System</u> 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 E. Update consultant contract and funding agreement with NVTA</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • new Activity-based Model prepared and ready for adoption and use <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • New Activity Based Model in April 2015. • Conduct validation conducted in spring 2015 • Model adoption in summer 2016 <p>ECD: Model update for Plan Bay Area consistency end of FY 2015-16.</p>	<p>STA, NCTPA STA</p> <p>STA</p>	<p>Funded by OBAG</p>		<p>X</p>		<p>\$150,000 \$24,000</p>	<p>Planning Robert Macaulay Ryan Dodge</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	41.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 4,099 vehicles abated in FY 2014-15, \$377,823.25 distributed countywide, average cost per abatement, \$92.</p>	STA	DMV		X		FY 2014-15 \$377,823 countywide distribution	Projects/ Finance Judy Kowalsky
STA Lead – Planning	42.	<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	43.	<p><u>Bay Trail Vine Trail Project</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Adopted Feasibility Study completed by STA Seeking ATP funds to implement <p><u>Milestones:</u></p> <ul style="list-style-type: none"> STA Board approval April 2015 Applications for implementation funding being prepared <p><u>ECD:</u> 2016</p>	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership				\$100,000	Planning: Drew Hart
STA Lead Program	44.	<p><u>Develop and Implement Title IV Program</u></p> <p>Translation of Documents (Vital and Informational) Annual Monitoring Translator Services</p> <p><u>Status:</u></p>							Philip Kamhi

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> Title IV Plan Approved by Caltrans – COMPLETED Add Title IV to websites, with complaint form – COMPLETED Establish phone translation service - COMPLETED Establish document translation service – COMPLETED Translate Vital Documents – COMPLETED Translate Informational Documents – ON-GOING Annual Reporting – First Annual Report June 2015 <p>On-Going Requirement as STA directly receives FTA Funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Translation of Documents (Vital and Informational) - ongoing Annual Monitoring - ongoing Translator Services- ongoing Title VI Plan 2017 Update – in Process <p><u>EDC:</u></p> <ul style="list-style-type: none"> Title VI Plan 2017 Update – June 2017 				<p>X</p> <p>X</p>			
--	--	---	--	--	--	-------------------	--	--	--

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	45.	<p><u>Consolidated Transportation Services Agency</u></p> <ul style="list-style-type: none"> A. Design and Fund Mobility Management Programs B. Non-Profit Coordination <ul style="list-style-type: none"> 1. Partnership with non profits for one on one travel training (Independent Living Resource Center & Connections for Life) 2. Partnership with non-profit to provide medical trips for seniors (Faith in Action) C. Current CTSA Programs <ul style="list-style-type: none"> 3. Ambassador Program and Transit Training 4. Mobility Management Website 5. Solano Mobility Call Center 6. Senior Safety Driver Program Information 7. In-Person ADA Eligibility 8. Faith in Action Volunteer Driver Program D. CTSA Work Plan E. Update Solano Transportation Study for Seniors, People with Disabilities and Low Income F. Explore and Assess Future Mobility Programs <ul style="list-style-type: none"> 1. Vehicle Share Program for Non-Profit 2. Golden Pass for Seniors 3. Volunteer Driver Program 4. Uber/Lyft Type Program <p><u>Status:</u></p> <ul style="list-style-type: none"> ▪ CTSA Designation through September 2017 	STA	STAF/5310/OBAG	X	X		\$1,000,000	Transit Liz Niedziela
----------------------------	------------	---	-----	----------------	---	---	--	-------------	--------------------------

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2016-17 and FY 2017-18
(Pending STA Board Approved: June 8, 2016)

		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> o CTSA Designation (July 2013) – Completed o CTSA Work Plan (January 2016) - Completed o Contracts with Independent Living Resource Center and Connections 4 Life executed May 2015 o Contract with Faith in Action executed July 2015 <p><u>Estimated Completion Date:</u> CTSA Work Plan 2017 and 2018 Update Solano Transportation Study for Seniors, People with Disabilities and Low Income June 2017</p>						
STA Lead – Programs	46.	<p><u>Travel Safety Plan</u></p> <p><u>Status:</u> Plan updated and completed – next step to focus on Emergency Responder Plan in Coordination with Three Primary Hospitals</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> ▪ Approved by STA Board January 2016 	STA		X			Planning Ryan Dodge

This page intentionally left blank.



DATE: May 16, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Arterials, Highways and Freeways Element – 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
- Recently Expanded Curtola Park and Ride in Vallejo

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 can 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
- County Government Center in Fairfield
- Industrial Park in Fairfield on SR 12

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 highway 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 a 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 (Suisun Parkway/Business Center Drive near I-80 and SR12)
- 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 for review and comment.

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** – 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 previously distributed to the TAC for review and comment. No substantial comments have been received. This item is now ready for action by the STA Board.

Following approval of the Goal Gap Analysis, staff will complete chapters on performance measures and milestones, available resources to address the identified gaps and policies to help guide the allocation of those resources.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Element – Goal Gap Analysis provided as Attachment A.

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 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 Interstate 505 Corridor 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.

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* has 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. New state requirements require projects to use Vehicle Miles Traveled (VMT) as a measure of assessing a project's traffic impacts, rather than the traditional Level of Service (LoS). This change will how project GHG emissions are calculated at an early stage in the project's development, and may serve as an effective tool to implement this policy. STA has elected to focus funds for recapitalization of express buses on alternative fuel vehicles to meet federal and state low and zero emission requirements. STA has also adopted an Alternative Fuels plan and sought Cap and Trade funds for projects to reduce GHG emissions.

- 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 signatory to the HCP. STA regularly mitigates projects in accordance with the draft HCP's mitigation ratios.



DATE: May 18, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Napa Travel Demand Model Update

Background:

The Solano Napa Travel Demand Model Update is the primary tool for measuring current and projected traffic volumes on the Routes of Regional Significance (RORS). The RORS are the major roadways that connect Solano communities with each other, with the greater Northern California region, and to major civic and employment activity centers within the county. Because it is a regional traffic model, the Solano Napa Travel Demand Model Update is not effective in measuring or predicting traffic on local roadways.

In 2015, STA made the commitment to update the model so that it would project conditions out to the year 2040. In addition, the way that the model works is changing from an older trip-based model to a cutting edge activity-based model. The updated activity-based Solano Napa Travel Demand Model Update is now ready for review, approval, and use.

The report on the new activity-based Solano Napa Travel Demand Model is provided as attachment A. The appendices which include the actual traffic counts used to validate the model are not included in attachment A.

Discussion:

There are three major changes incorporated in the update of the Solano Napa Travel Demand Model:

Trip-based to activity-based. Trip-based models, also sometimes referred to as gravity models, look at where trips are generated from and where trips are attracted to. These trip-based models have been effective, but are certainly limited. For example, a trip-based model may assign a home-to-work trip as an automobile trip, but then have a midday trip or the journey home take place by transit. Activity-based models require more computer processing power than was available when trip-based models were developed, but they provide a more realistic view of how travelers behave. Because of the processing power required, activity-based models can currently only be run effectively by a large consulting firm. The new Solano Napa Travel Demand Model will be an activity-based model, consistent with the model run by MTC.

Updated Land Use and Travel Data. The new Solano Napa Travel Demand Model will use data based on the 2010 U.S. Census, with updates provided by the Association of Bay Area Governments (ABAG). The ABAG data is important because it is the foundation for the Regional Transportation Plan (RTP). The state statute that created congestion management agencies such as STA requires that their models be consistent with the model used for the RTP. The travel data from the 2010 U.S. Census provides the best insight into how Solano County and Bay Area travelers actually move around the region (i.e. drive alone, carpool or take transit).

Future Year Projections. Finally, the updated Solano Napa Travel Demand Model will project traffic for the year 2040. This is consistent not only with the RTP, but also meets the requirements of Caltrans to project the 25-year impact of a project.

MTC modeling staff has been involved in reviewing the new activity-based Solano Napa Travel Demand Model. This includes MTC and ABAG staff input on the land use and travel behavior data and assumptions. MTC and ABAG staff have expressed their satisfaction with the new activity-based Solano Napa Travel Demand Model.

The model assumptions and output are currently being reviewed by both the county planning directors and the Model TAC. The Model TAC includes participation by the Napa Valley Transportation Authority (NVTA) and Caltrans. STA is also asking a consultant that has not been involved in development of the model to conduct a test of its performance on a Solano project. These independent reviews will increase the confidence in the model's accuracy and usability. The Model TAC meeting will be held on May 26, 2016. Until the Model TAC and consultant reviews are completed, the final action on adoption of the model will be taken to the STA Board after approval by the Modeling TAC and STA TAC.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the activity-based Solano Napa Travel Demand Model.

Attachment:

- A. Activity-Based Solano Napa Travel Demand Model Report

2015 Model Update

Solano-Napa Activity-Based Model

Draft report

prepared for

Solano Transportation Authority

prepared by

Cambridge Systematics, Inc.

report

2015 Model Update

Solano-Napa Activity-Based Model

prepared for

Solano Transportation Authority

prepared by

Cambridge Systematics, Inc.
555 12th Street, Suite 1600
Oakland, CA 94607

date

February 2016

Table of Contents

1.0	Introduction	1
2.0	Socioeconomic Input Data	5
3.0	Transportation Network.....	16
4.0	Year 2015 Validation.....	19
4.1	2015 Model Validation	20
	Conventional Highway Counts.....	22
	PeMS Data.....	22
	Caltrans Traffic Counts.....	22
4.2	Model Validation Criteria.....	23
	2010 Model Validation Results	24
	2015 Model Validation	28
	Appendix A: 2015 Traffic Counts.....	Error! Bookmark not defined.
	Machine Counts	Error! Bookmark not defined.
	Intersections.....	Error! Bookmark not defined.
	2015 Freeway Traffic Counts.....	Error! Bookmark not defined.
	2015 Conventional Counts	Error! Bookmark not defined.
	Peak Hour Intersection Traffic Locations	Error! Bookmark not defined.
	AM Peak Hour Approach Departure Volumes.....	Error! Bookmark not defined.
	PM Peak Hour Approach Departure Volumes	Error! Bookmark not defined.

List of Tables

Table 1.1 Trip-Based versus Activity-Based Key Model Components.....	3
Table 2.1 Socioeconomic distributions for Solano and Napa Counties.....	5
Table 2.2 Households by Jurisdiction	13
Table 2.3 Total Population by Jurisdiction	14
Table 2.4 Employment by Jurisdiction.....	15
Table 4.1. Year 2010 AM Peak Hour Validation	25
Table 4.2. Year 2010 PM Peak Hour Validation.....	25
Table 4.3. Year 2010 Modeled Versus Observed Traffic Volume Percent Differences	28
Table 4.4. Year 2015 AM Peak Hour Validation	28
Table 4.5. Year 2015 PM Peak Hour Validation.....	29

List of Figures

Figure 2.1 Year 2010 Solano County Population and Employment by Travel Analysis Zone.....	6
Figure 2.2 Year 2015 Solano County Population and Employment by Travel Analysis Zone.....	7
Figure 2.3 Year 2020 Solano County Population and Employment by Travel Analysis Zone.....	8
Figure 2.4 Year 2040 Solano County Population and Employment by Travel Analysis Zone.....	9
Figure 2.5 2015-2010 Change in Population and Employment	10
Figure 2.6 2020-2015 Change in Population and Employment	11
Figure 2.7 2020-2040 Change in Population and Employment	12
Figure 3.1 Year 2015 Transportation Network Functional Classification	17
Figure 3.2 SNABM Regional Year 2015 Transportation Network with Centroid Connectors.....	18
Figure 4.1 Generalized Travel Demand Model Development and Application Process	19
Figure 4.2 Model Count Sources and Locations	21
Figure 4.3. Year 2010 AM Peak Hour Model versus Count Scatterplot.....	26
Figure 4.4. Scatterplot of 2010 PM Peak Hour Model versus Counts.....	26
Figure 4.5 2015 AM Peak Hour Model versus Counts	29
Figure 4.6 2015 PM Peak Hour Model versus Counts	30

1.0 Introduction

The Solano-Napa Activity-Based Model (SNABM) was developed as a focused version of the Metropolitan Transportation Commission's (MTC's) Travel Model One. Initially developed with a 2010 base year, the SNABM base year has since been updated to 2015 conditions. Year 2020 and 2040 horizon year forecasts were also been completed as part of this project.

MTC's Travel Model One is based on a simulation of the travel choices of each individual person and household, and represents the state of the practice in travel demand modeling. Many of the nation's larger metropolitan planning organizations (MPOs) have or are developing activity-based model systems - as are some county transportation planning agencies. The passage of Senate Bill 375 (SB-375) has also helped spur MPOs to update and improve their travel demand models to address ever complex transportation-related policy questions. SB 375 requires that agencies address the policies related to integrated/interactions of land-use and transportation policies and their implications. Although SB 375 does not specifically apply to Congestion Management Agencies (CMAs) such as STA, the guidelines do provide a framework for improved modeling capabilities and best practices for MPOs and CMAs alike.

CMAs were created by a 1990 California Statute that required, among other elements, consistency with the regional travel demand model methodology and database¹. When assessing CMA models for consistency with Travel Model One, MTC considers the following elements:

- Demographic/econometric forecasts,
- Pricing assumptions,
- Network assumptions,
- Travel demand methodologies, and
- Traffic assignment methodologies.

Until recently, the Solano-Napa travel model was a traditional trip-based four-step travel demand model that included coverage of the entire nine-county San Francisco Bay Area as well as the Sacramento Region and Northern San Joaquin Valley. However, the Sacramento and San Joaquin components were eventually

¹ 2015 Congestion Management Program Guidance, MTC Resolution No. 3000, Metropolitan Transportation Commission, October 2, 2015, <http://abag.ca.gov/abag/events/agendas/o100915a-Item%2004B,%202015%20Congestion%20Mangement%20Program%20Guidance.pdf>

scrapped for a model coverage area consistent with the MTC model –the nine-county San Francisco Bay Area.

The older Solano-Napa Model was based from the MTC BAYCAST trip-based model system. However, when MTC adopted Travel Model One, BAYCAST was no longer supported. Solano Transportation Authority (STA) staff were therefore confronted with a decision to continue using a trip-based model system, or to convert to MTC’s activity-based model platform.

STA decided that a focused version of Travel Model One was better suited to meet transportation analytic needs for a number of reasons, including maintaining consistency with the regional modeling system methodology and attendant input assumptions. The ability to be consistent with forecast results between the SNABM and Travel Model One is greatly simplified through use of a focused version of Travel Model One – both in the present and over the foreseeable future. For example, the task of maintaining land use and other input assumptions with MTC is easier managed with a focused version of Travel Model One. Additionally, model capabilities and sensitivities to proposed transportation system changes are totally consistent between Travel Model One and SNABM.

Travel Model One, and by extension SBABM, contain significant analytic advantages over traditional four-step model models. Activity-based models track individual travel behavior (each person and each household are treated individually), while four-step models aggregate and average data to travel analysis zone level. There are a number of other advantages, such as maintaining full traveler information over the course of an entire travel day. Some limited examples of expanded analytic capabilities include tracking whether car is available at a travelers work location for a lunch trip, or for the appropriate transportation choices of a parent escorting a child to school).

Table 1 presents a summary of the comparative steps for an activity-based model versus a trip-based model². Please note that this report does not detail each of the components of SNABM – these have been well documented by MTC³: rather this report focuses on the 2015 model update, particularly for traffic analysis. Nonetheless, a brief overview of SNABM is presented here for reference and context.

² Activity-Based Travel Demand Models: A Primer, SHRP 2 Report S2-C46-RR-1, Transportation Research Board, The Second Strategic Highway Research Program, 2015, http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_S2-C46-RR-1.pdf

³ Travel Model One documentation can be found at the MTC website at: <http://analytics.mtc.ca.gov/foswiki/Main/Development>

Table 1.1 Trip-Based versus Activity-Based Key Model Components

Key Travel Questions	Trip-Based Model Components	Activity-Based Model Components
What activities do people want to participate in?	Trip generation	Activity generation and scheduling
Where are these activities?	Trip distribution	Tour and trip destination choice
When are these activities?	None	Tour and trip time of day
What travel mode is used?	Trip mode choice	Tour and trip mode choice
What route is used?	Network assignment	Network assignment

Within SNABM there are 2,334 zones in the entire Bay Area with 987 zones in Solano and Napa Counties, and the rest distributed across the Bay Area. The zonal representation in the current model are fairly large, which may distort the representation of transit access in mode choice. To this end, the zones are further divided into three sub-zone categories based on access to transit that is a function of walking distance and presence of transit stops.

Finally, to represent the travel behavior and regional activity patterns, the decision-makers in the model system are households and persons. The decision-makers are created (or synthesized) for each simulation year using population synthesis algorithms. The synthetic population is created using the open-source PopSyn software as designed and developed for Atlanta Regional Commission (ARC). The population synthesizer takes as inputs 2000 Public Use Micro Sample (PUMS) data and zonal-level aggregate distributions of households by various characteristics. These inputs and constraints are later used by the synthetic population algorithm to create the entire population in the study region, in this case for base year 2015.

Additionally, the critical aspect of the model system is the relationship between temporal resolution used for scheduling activities and temporal resolution of the network assignment periods. For this purpose, Travel Model One adopts the definition of time periods for level of service matrices as follows:

- Early AM (3:00 AM to 5:59 AM),
- AM Peak (6:00 AM to 9:59 AM),
- Midday 10:00 AM to 2:59 PM),
- PM Peak 3:00 PM to 6:59 PM), and
- Evening 7:00 PM to 2:59 AM.

STA transportation data needs from SNABM are typically focused on AM and PM peak hour travel. As a consequence, peak hour traffic assignment modules have

been implemented in SNABM. For more complex studies that require robust analyses of choice between modes, travel or time of day, as well as a host of other capabilities, SNABM includes all of the features of Travel Model One, but with more available detail within Solano and Napa Counties.

Section 2 covers socio-economic forecasts. Model years include 2010, 2015, 2020 and 2040. All data are from MTC's 2013 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) – also called Plan Bay Area (PBA).

Transportation networks are covered in Section 3. Networks include both highway and transit networks for Solano County and the rest of the nine-county San Francisco Bay Area. Future network improvements are consistent with those included in MTC's PBA assumptions.

2.0 Socioeconomic Input Data

Socioeconomic data inputs for Solano travel model were based on the 2013 Plan Bay Area (PBA) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for which years 2010, 2015, 2020 and 2040. For this purpose, using a combination of population and employment distribution and geographical weighting schemes socioeconomic data inputs were derived for the 987 SNABM travel analysis zones (TAZs). Table 2.1 shows population, households and employment forecasts by year for Solano and Napa counties.

Table 2.1 Socioeconomic distributions for Solano and Napa Counties

Year	Solano County			Napa County		
	Households	Population	Employment	Households	Population	Employment
2010	141,707	403,392	132,292	48,862	133,621	70,642
2015	146,128	416,699	143,145	50,092	137,259	75,700
2020	151,018	431,194	155,087	51,359	140,978	81,219
2040	168,698	494,354	179,922	56,316	158,795	89,553

With the update to the 2015 base year, the 2015 population and employment forecasts become critical input assumptions. Note that the 2015 data are short-term forecasts developed in the 2013, and are not based on observed data, such as would be from the decennial US Census. However, changes in population that occurred between the 2013 time frame of PBA through 2015 would likely not have dramatically different. At the same time, assessments of model performance should take into account that the 2015 socio-economic data were not based on actual observed information.

A series of figures are shown with Solano County population and employment for 2010, 2015, 2020 and 2040. See Figures 2.1 through 2.7. Households, population and employment is shown by jurisdiction in Tables 2.2 through 2.4.

This page intentionally left blank.

Figure 2.1 Year 2010 Solano County Population and Employment by Travel Analysis Zone

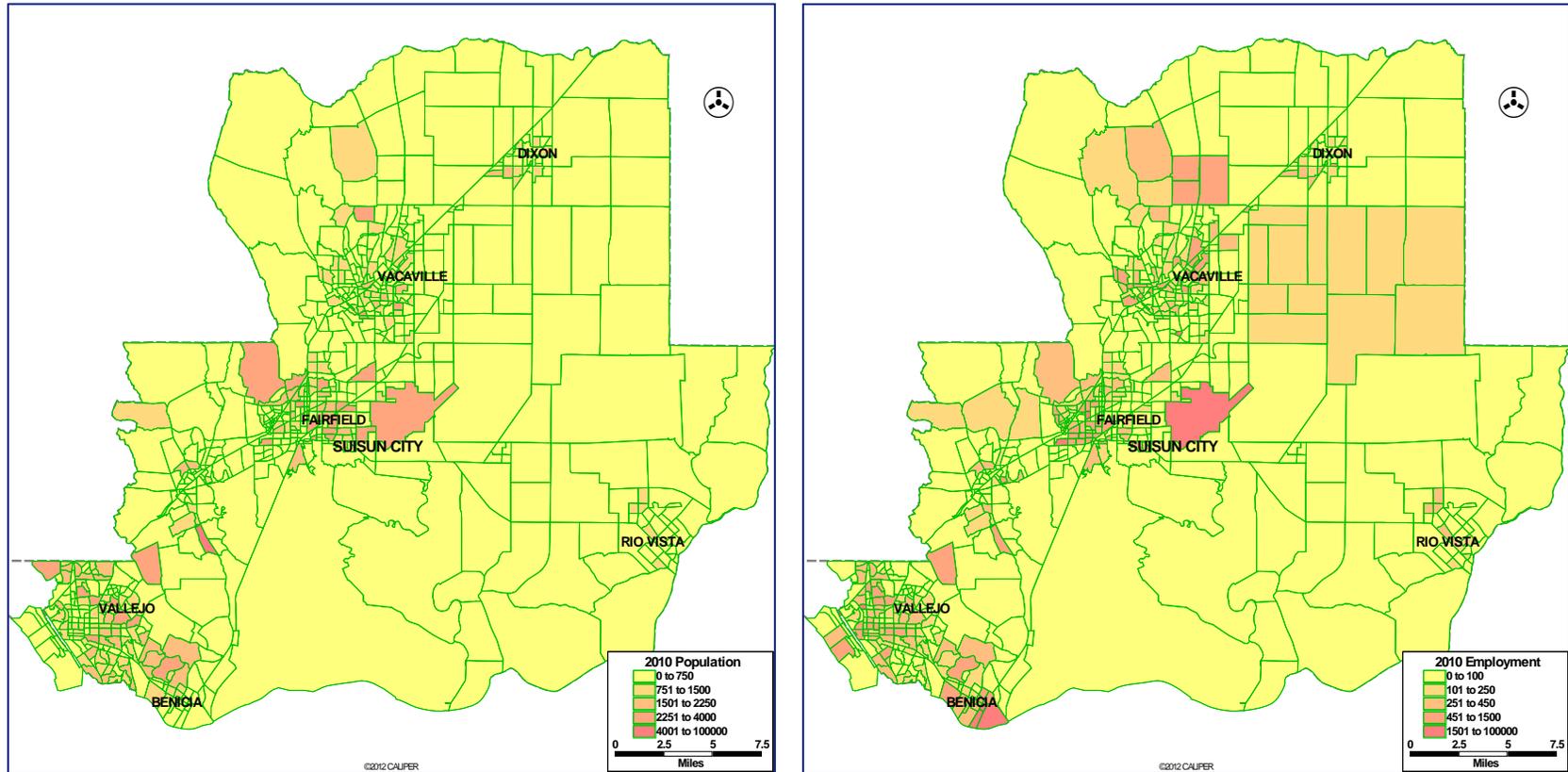


Figure 2.2 Year 2015 Solano County Population and Employment by Travel Analysis Zone

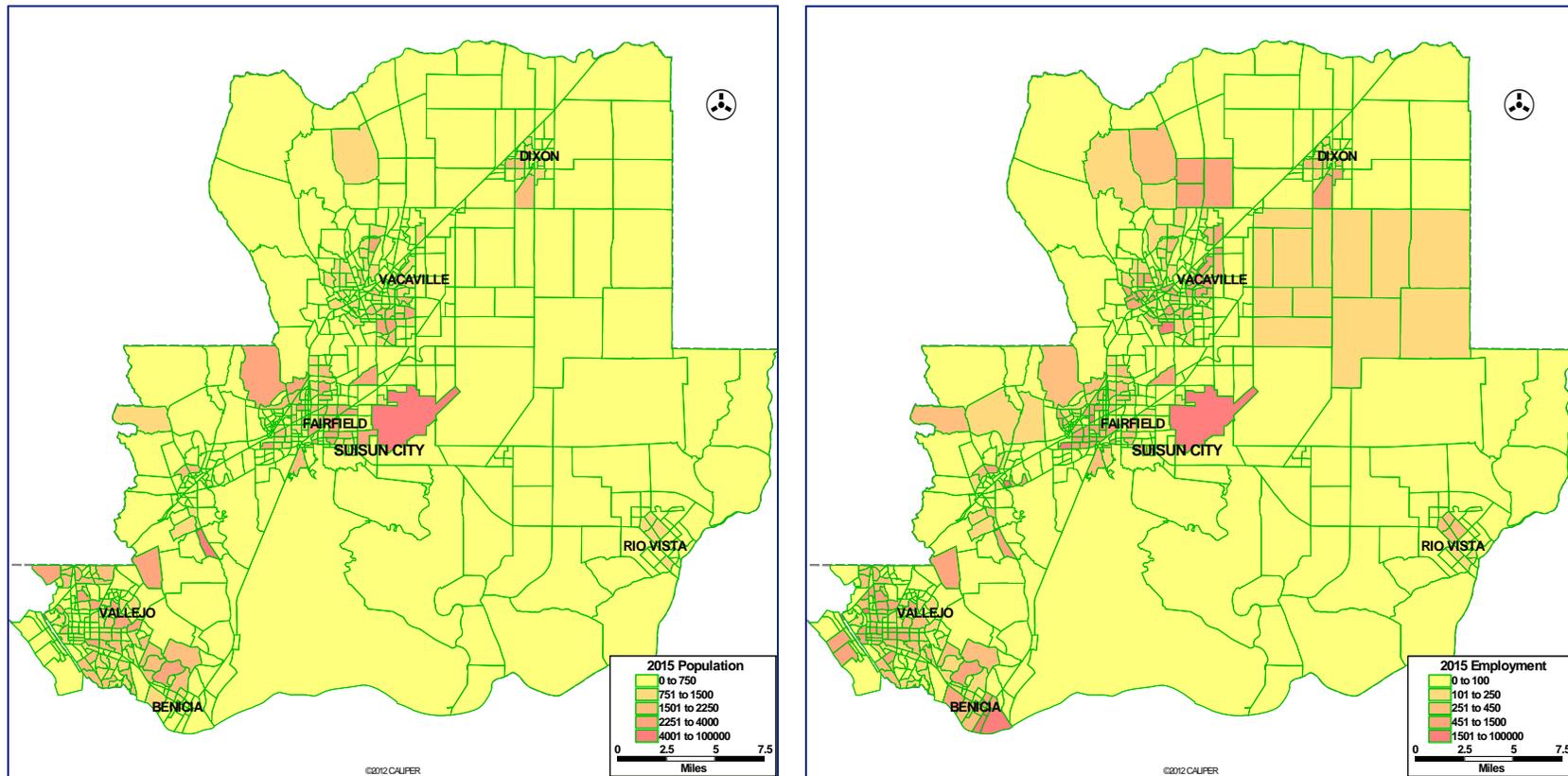


Figure 2.3 Year 2020 Solano County Population and Employment by Travel Analysis Zone

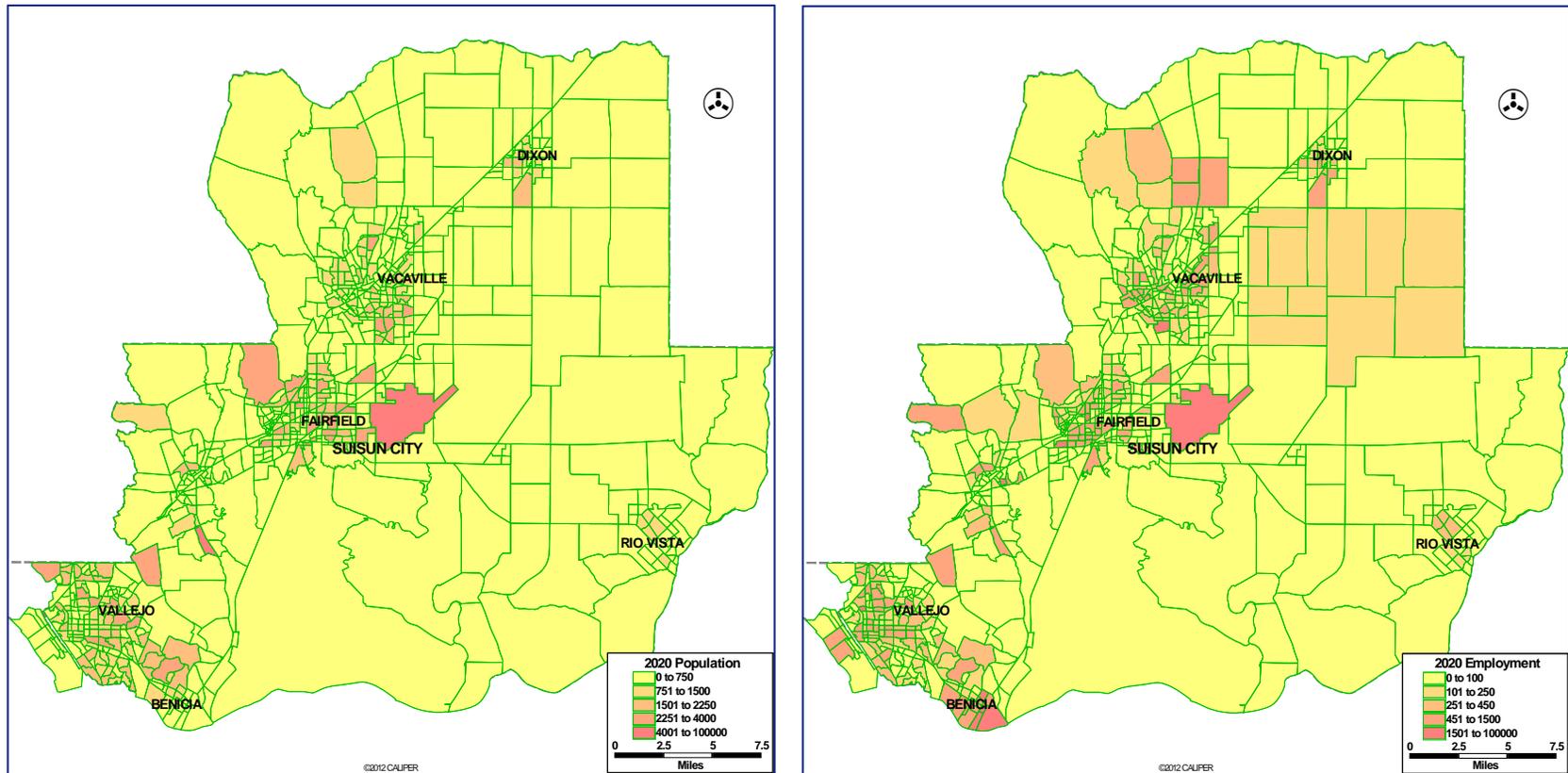


Figure 2.4 Year 2040 Solano County Population and Employment by Travel Analysis Zone

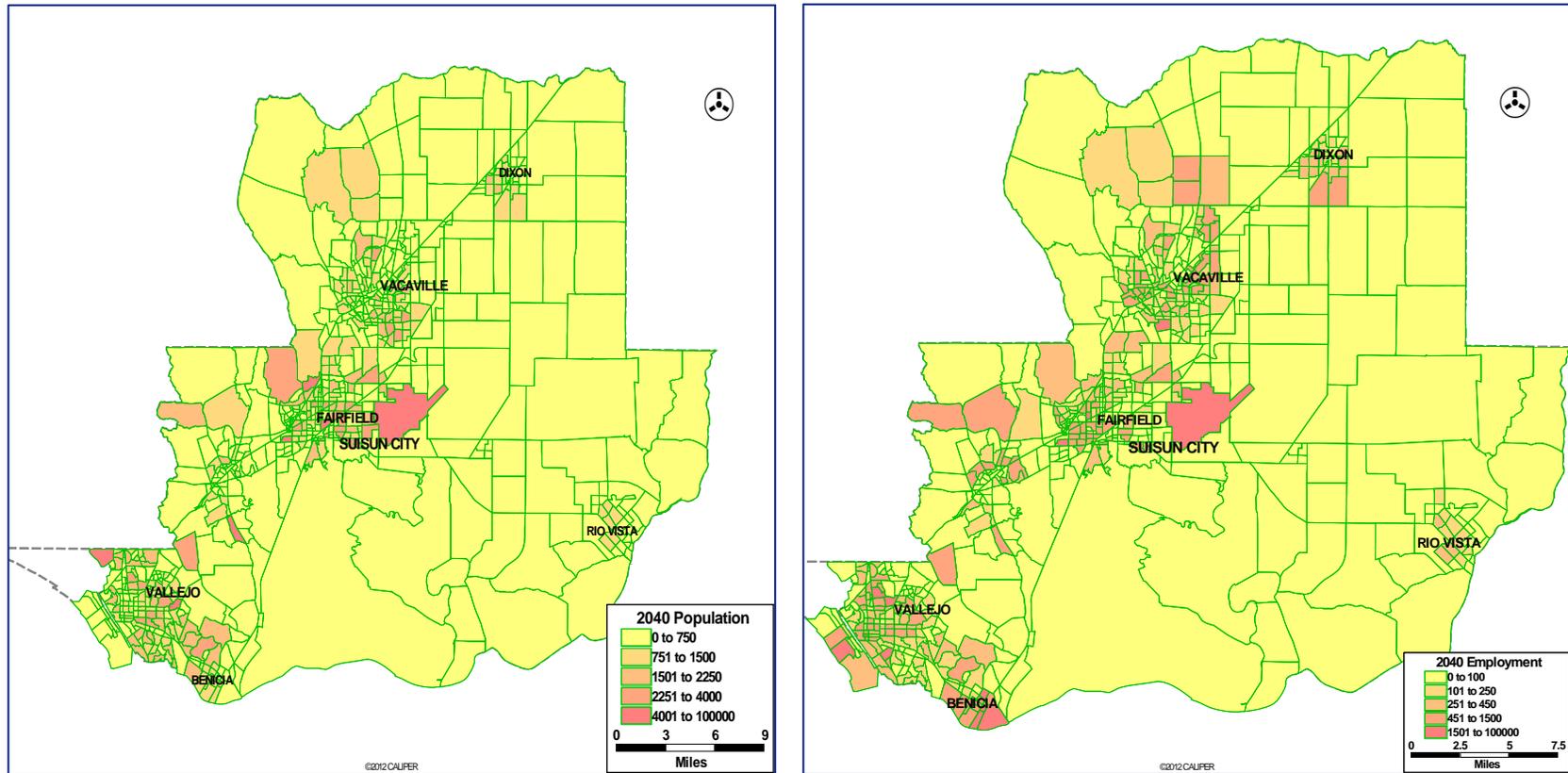


Figure 2.5 2015-2010 Change in Population and Employment

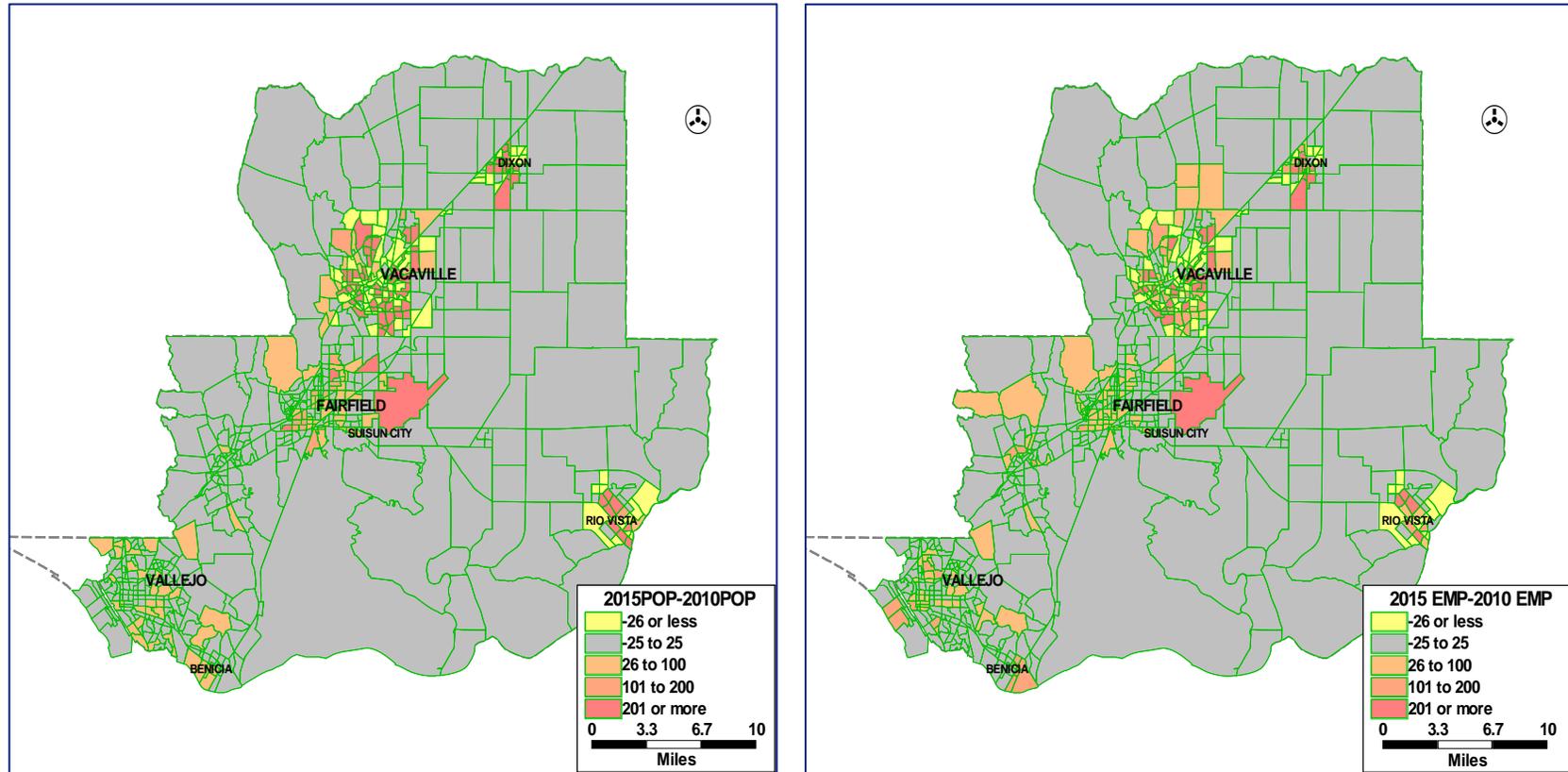


Figure 2.6 2020-2015 Change in Population and Employment

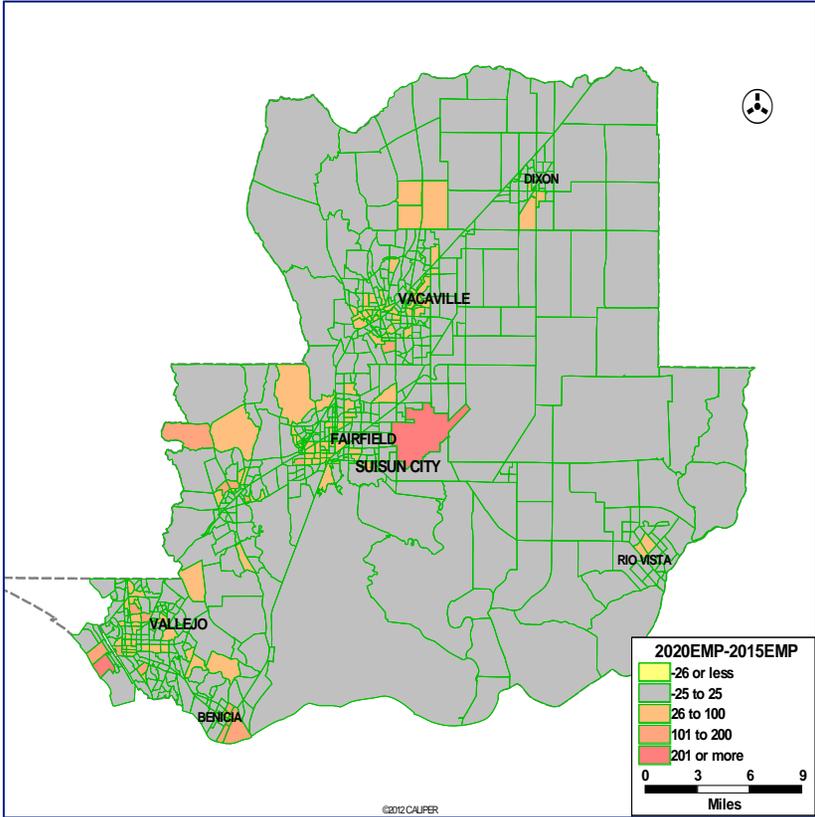
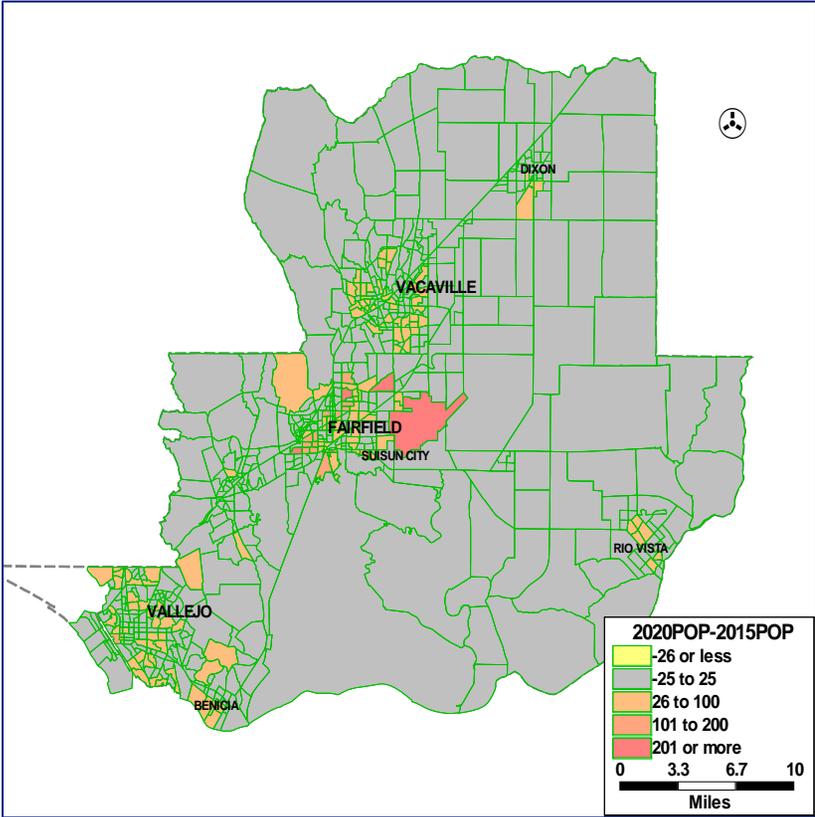


Figure 2.7 2020-2040 Change in Population and Employment

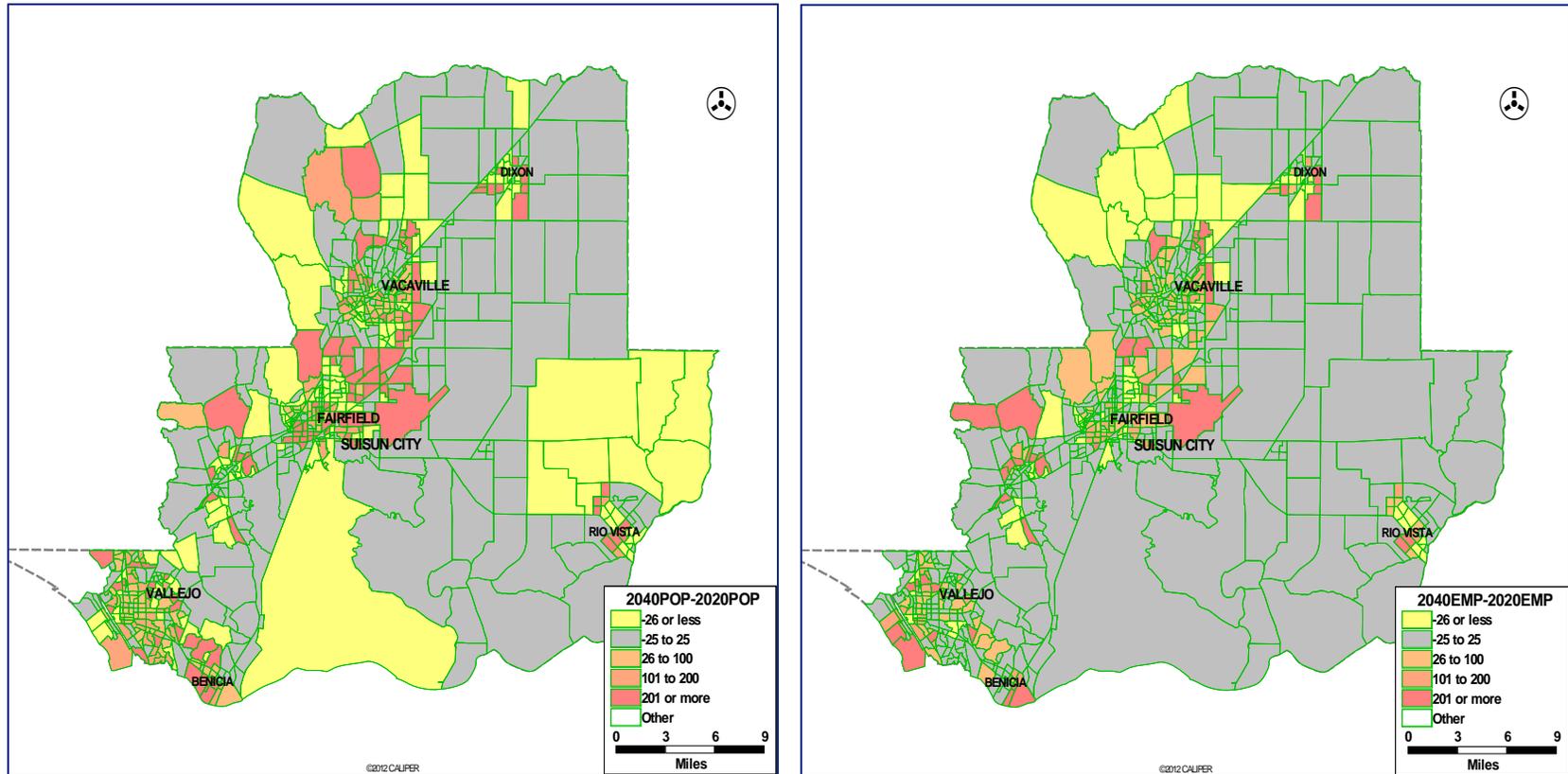


Table 2.2 Households by Jurisdiction

Jurisdiction	2010	2015	2020	2040	Change		
					2015-2010	2020-2015	2040-2020
City of Benicia	10,407	10,657	10,921	11,735	250	264	814
City of Dixon	5,913	6,009	6,119	6,509	96	110	390
City of Fairfield	35,628	37,773	39,962	48,146	2,145	2,189	8,184
City of Rio Vista	3,877	3,481	3,637	4,124	(396)	156	487
City of Vacaville	31,374	32,626	33,450	37,508	1,252	824	4,058
City of Vallejo	41,412	42,164	43,165	46,115	752	1,001	2,950
Suisun City	8,929	9,180	9,453	10,580	251	273	1,127
Solano County	4,167	4,238	4,312	3,981	71	74	(331)
Solano (Total)	141,707	146,128	151,019	168,698	4,421	4,891	17,679
Napa County	48,862	50,092	51,359	56,316	1,230	1,267	4,957
San Francisco County	345,809	362,444	379,600	447,340	16,635	17,156	67,740
San Mateo County	257,837	267,178	277,204	315,094	9,341	10,026	37,890
Santa Clara County	604,205	639,160	675,675	818,385	34,955	36,515	142,710
Alameda County	545,139	571,371	598,425	705,337	26,232	27,054	106,912
Contra Costa County	375,364	387,890	400,826	464,151	12,526	12,936	63,325
Sonoma County	185,825	191,521	197,441	220,740	5,696	5,920	23,299
Marin County	103,210	104,659	106,166	112,046	1,449	1,507	5,880
Total Bay Area	2,607,958	2,720,443	2,837,715	3,308,107	112,485	117,272	470,392

Table 2.3 Total Population by Jurisdiction

Jurisdiction	2010	2015	2020	2040	Change		
					2015-2010	2020-2015	2040-2020
City of Benicia	26,094	26,706	27,339	29,714	612	633	2,375
City of Dixon	18,312	18,844	19,203	20,931	532	359	1,728
City of Fairfield	107,127	113,797	120,642	149,643	6,670	6,845	29,001
City of Rio Vista	8,919	7,710	8,101	9,423	(1,209)	391	1,322
City of Vacaville	85,381	88,843	91,186	104,647	3,462	2,343	13,461
City of Vallejo	118,187	120,430	123,303	134,923	2,243	2,873	11,620
Suisun City	27,786	28,576	29,414	33,496	790	838	4,082
Solano County	11,586	11,793	12,013	11,577	207	220	(436)
Solano (Total)	403,392	416,699	431,201	494,354	13,307	14,502	63,153
Napa County	133,621	137,259	140,972	158,795	3,638	3,713	17,823
San Francisco County	805,232	841,214	884,198	1,076,365	35,982	42,984	192,167
San Mateo County	718,454	742,178	771,208	898,704	23,724	29,030	127,496
Santa Clara County	1,781,640	1,867,555	1,967,252	2,407,473	85,915	99,697	440,221
Alameda County	1,510,262	1,567,137	1,639,285	1,965,356	56,875	72,148	326,071
Contra Costa County	1,049,041	1,079,836	1,117,164	1,328,458	30,795	37,328	211,294
Sonoma County	483,885	496,359	513,238	591,546	12,474	16,879	78,308
Marin County	252,408	249,955	253,902	274,489	(2,453)	3,947	20,587
Total Bay Area	7,137,935	7,398,192	7,718,420	9,195,540	260,257	320,228	1,477,120

Note: Population figures do match US Census total population; this table excludes institutionalized non-household population.

Table 2.4 Employment by Jurisdiction

Jurisdiction	2010	2015	2020	2040	Change		
					2015-2010	2020-2015	2040-2020
City of Benicia	14,261	15,385	16,628	18,669	1,124	1,243	2,041
City of Dixon	4,683	5,061	5,448	6,222	378	387	774
City of Fairfield	42,265	45,718	49,609	57,564	3,453	3,891	7,955
City of Rio Vista	2,424	2,333	2,497	2,750	(91)	164	253
City of Vacaville	28,020	30,654	33,308	41,157	2,634	2,654	7,849
City of Vallejo	31,672	34,344	37,251	43,612	2,672	2,907	6,361
Suisun City	3,395	3,689	4,026	4,577	294	337	551
Solano County	5,572	5,961	6,320	5,371	389	359	(949)
Solano (Total)	132,292	143,145	155,087	179,922	10,853	11,942	24,835
Napa County	70,642	75,700	81,212	89,553	5,058	5,512	8,341
San Francisco County	550,363	617,424	671,235	759,515	67,061	53,811	88,280
San Mateo County	331,931	374,908	407,538	445,047	42,977	32,630	37,509
Santa Clara County	811,902	1,003,819	1,091,308	1,229,588	191,917	87,489	138,280
Alameda County	686,981	757,010	826,783	947,664	70,029	69,773	120,881
Contra Costa County	352,870	374,566	407,817	467,342	21,696	33,251	59,525
Sonoma County	177,617	208,198	226,137	257,449	30,581	17,939	31,312
Marin County	114,864	115,228	120,006	129,144	364	4,778	9,138
Total Bay Area	3,229,462	3,669,998	3,987,123	4,505,224	440,536	317,125	518,101

3.0 Transportation Network

The transportation network used as input into the SNABM was created by stitching together two earlier networks from MTC Travel Model One and from the four-step Solano-Napa travel model. The more fine-grained highway network from the four-step STA travel model Network representation for Solano and Napa county was integrated into the other seven counties of the San Francisco Bay Area.

No additional network detail was added outside of Solano and Napa Counties. This combined network is represented for all facilities in Solano County with a functional classification of collector or higher, as shown in Figure 3.1.

To further illustrate the combined network, Figure 3.2 shows the complete network for the entire San Francisco Bay Area with all regional centroid connectors shown. (Centroid connectors are imaginary roadway network links that connects trips from the travel analysis zone to the roadway network. Travel analysis zone nodes shown in green and orange are those in Solano and Napa Counties, respectively, with the rest outside of the region displayed in red.

Figure 3.1 Year 2015 Transportation Network Functional Classification

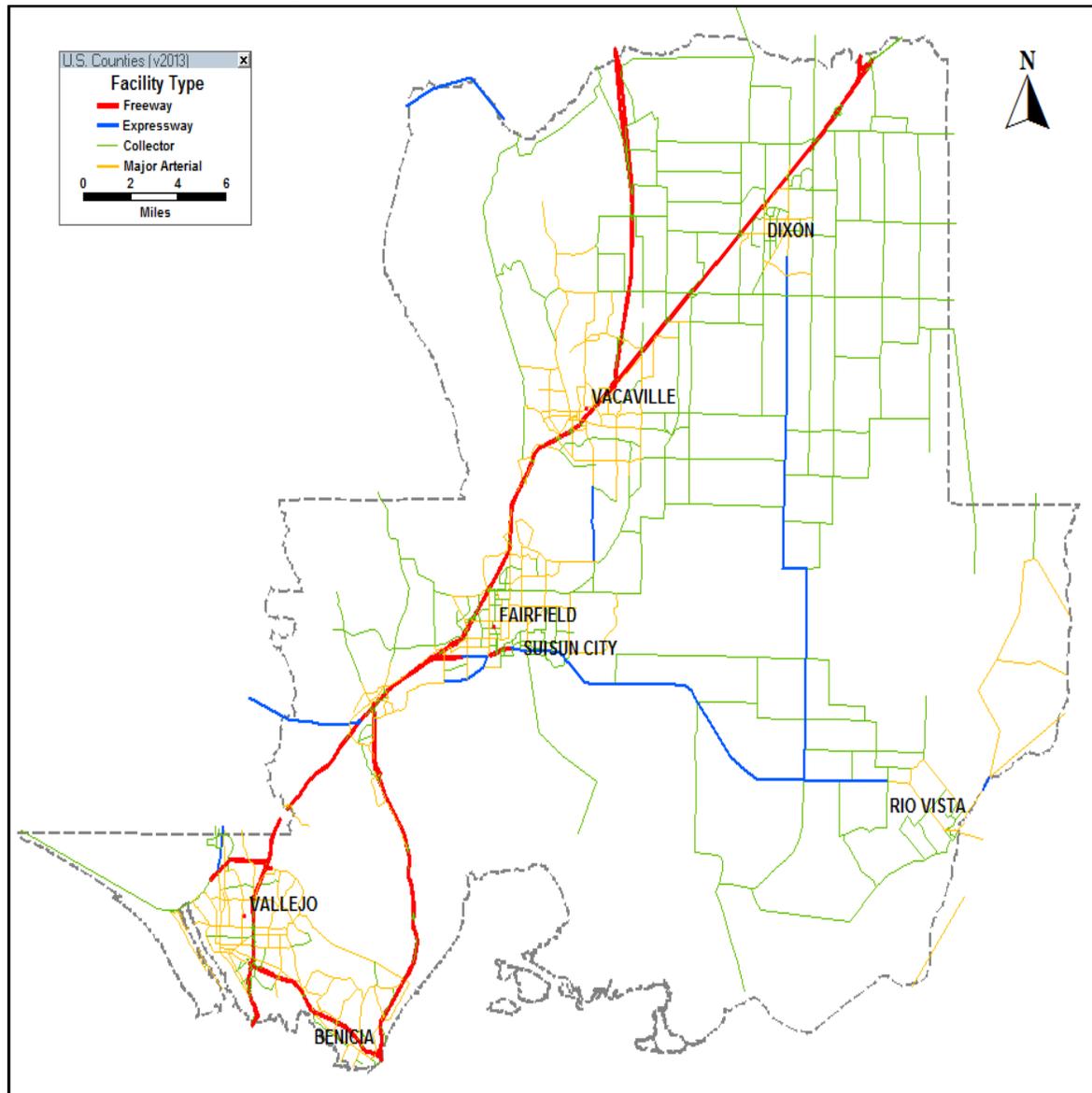
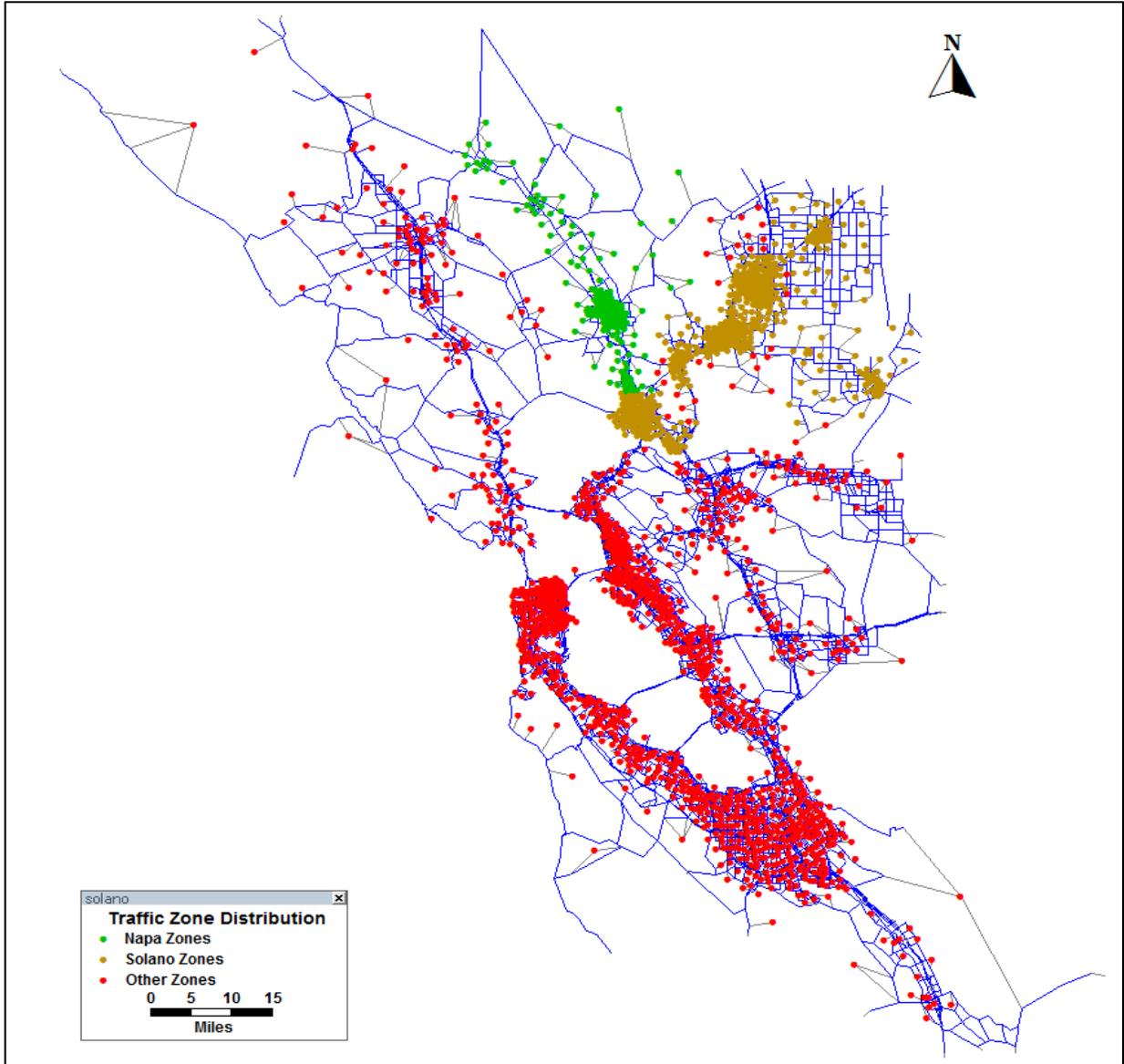


Figure 3.2 SNABM Regional Year 2015 Transportation Network with Centroid Connectors

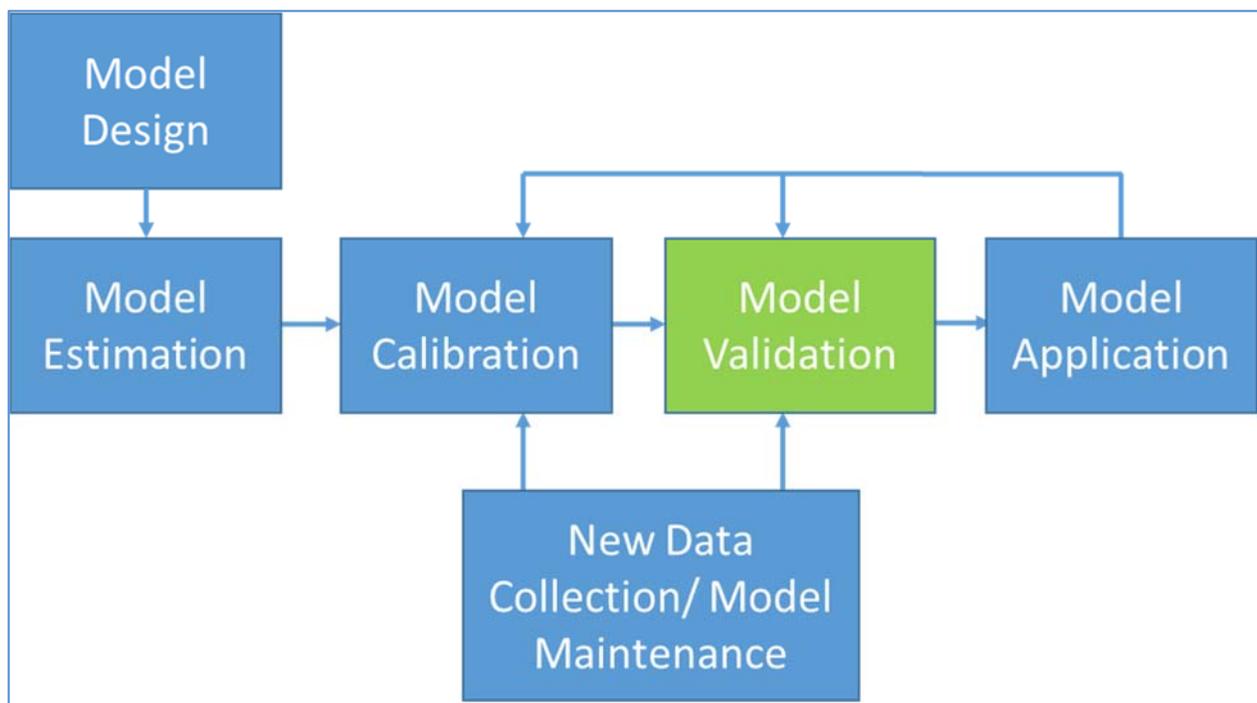


4.0 Year 2015 Validation

Model validation is one part of an overall model development process that also includes model estimation, calibration, application, and periodic model maintenance. See Figure 4.1 for a generalized model development and application process.

Since Solano and Napa Counties use a focused version of Travel Model One, model design and estimation are not parts of the SNABM development efforts. These tasks were conducted previously by MTC and are documented on the MTC website.

Figure 4.1 Generalized Travel Demand Model Development and Application Process



Model calibration involves the adjustment of model parameters to match observed data and to produce more reasonable results. MTC model consistency guidelines that between SNABM and Travel Model One, reduce the desirability for SNABM model calibration efforts. Model calibration changes to SNABM would weaken model consistency between SNABM and Travel Model One, and may reduce the model’s predictive power since calibration efforts “force” the model to conform to observed datasets.

One of the challenges of this project (and nay model validation project) has been in reconciling model data that is at variance with observed conditions – a somewhat notable condition within Solano County. Solano is at the northeastern edge of the

San Francisco Bay Area and includes significant out-of-region travel to the Sacramento Region. Travel Model One is focused on the larger San Francisco Bay Area, so some model outcomes (such as regional trip tables) may not match observed conditions within Solano County due to the edge effects of Solano County within the larger San Francisco Bay Area, and due to some of the unique commuting trends of Northern California.

One notable transportation trend that Travel Model One, and hence SNABM may have difficulty reconciling is that many residents in Northern Solano County work at jobs in the Sacramento Region, while workers in Central and Southern Solano County tend to travel to jobs other parts of the Bay Area.

A decision was made with STA staff to match validation results as closely as possible, but to not change model parameters (calibration) so to maintain consistency with the Travel Model One. As such, some general recommendations on use of SNABM model outputs are noted. Use of direct data from traffic assignment is not recommended; rather, traffic counts combined with model growth between base and future years to determine future traffic volumes is a preferred forecasting approach (called post-processing). Specific transportation studies usually include both model validation and post-processing efforts, and are recommended for SNABM-based analyses.

One part of Travel Model One modified for SNABM was use of traffic counts at key interregional gateway facilities to update external vehicle trips. Gateways where vehicle trips were updated to 2015 traffic counts included I-80 and SR 113 at the Yolo County Line, SR 12 to San Joaquin County, and I-505.

Volumes at interregional gateways (such as the Carquinez and Benicia Bridges, SR 37 Napa County Line and SR 12 also Napa County Line) were not so readily adjusted, and would require changes to model parameters in order to match traffic volumes for intraregional gateway locations.

4.1 2015 MODEL VALIDATION

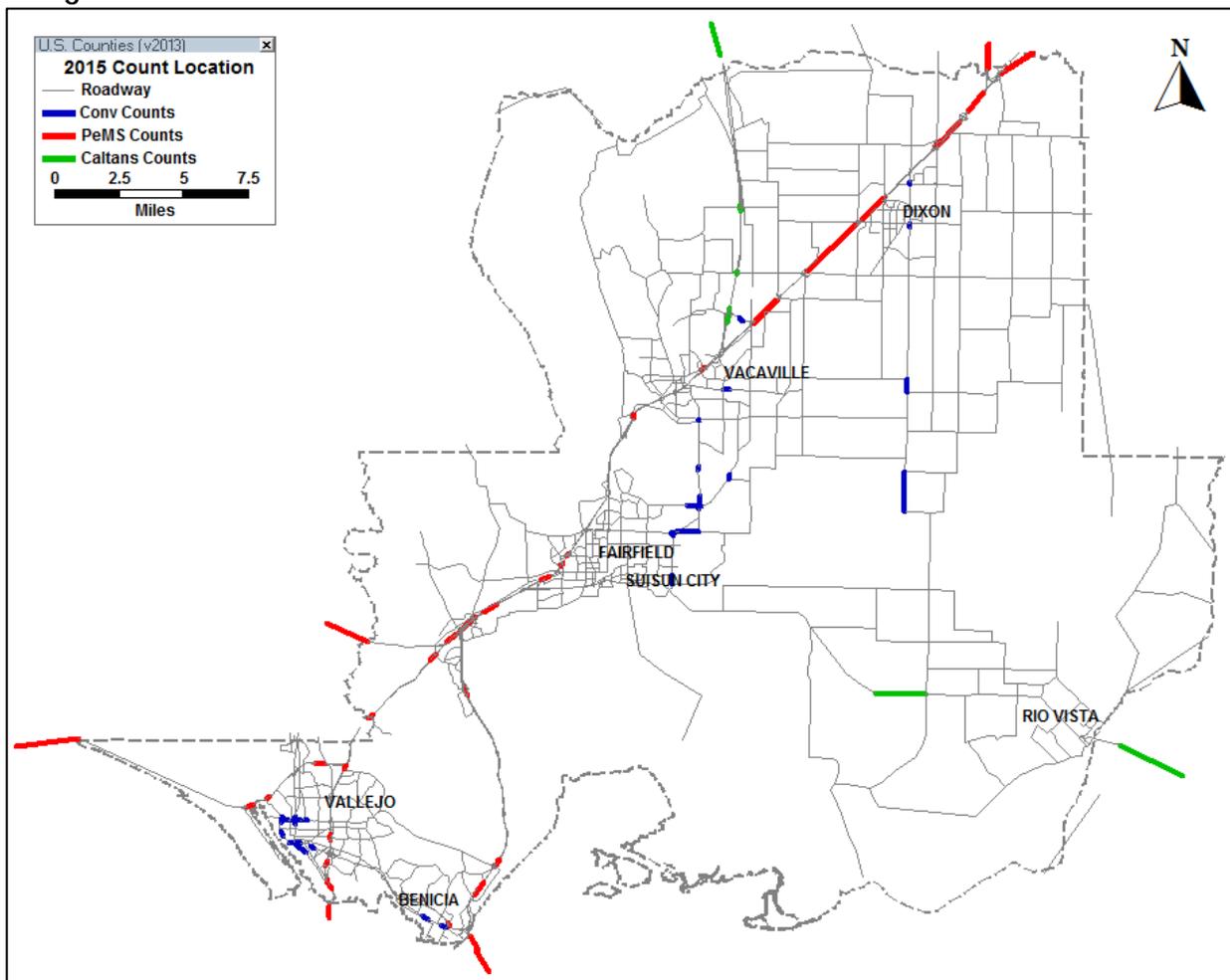
Model validation is the comparison of observed data against calibrated models. For this project, the observed data were 2015 traffic counts within Solano County. As noted above, model consistency constraints limit the ability to adjust model parameters in order to meet model validation targets. Despite this limitation, SNABM data can be post-processed in conjunction with traffic counts to produce viable results consistent with Travel Model One.

SNABM was validated within Solano County using 2015 traffic counts data. Validation data for highway traffic counts were obtained from various sources: conventional traffic counts were collected for this project, the Caltrans Performance

Measurement System (PeMS) data⁴ and Caltrans Traffic Count Database⁵. All count locations are shown in Figure 4.2, with detailed descriptions included in Appendix A.

The MTC Model traffic assignment validation is conducted for four hour AM and PM peak periods, while transportation planning analysis for Solano County is typically done for AM and PM peak hours. As such, CS developed a peak hour traffic assignment module for SNABM, using peak hour factors from traffic count data. SNABM model validation was conducted on the basis of peak hour analysis.

Figure 4.2 Model Count Sources and Locations



⁴ PeMS, <http://pems.dot.ca.gov/>. PeMS provides an on-line source of historical and real-time traffic data on major urban state highways. PeMS is a consolidated database from Caltrans permanent loop detectors throughout the state's urbanized areas.

⁵ Caltrans Traffic Count Database, <http://traffic-counts.dot.ca.gov/>

Conventional Highway Counts

New traffic counts were collected on conventional routes by All Traffic Data Services Inc., at sixteen locations for state highways and major arterials, and five additional major intersections. These locations were selected to inform Solano County's congestion management program (CMP). The CMP System includes all State highways and principal arterials within Solano County. These facilities provide connections from communities to the State highway system and between Solano County's communities⁶.

As shown in Figure 9, new traffic counts (labeled as blue links) were collected by using machine counters for a continuous 48-hour period on May 13 and May 14 2015. These machine counts were directional and covered all traffic lanes and included vehicle classifications. All the count data were summarized in spreadsheets at fifteen minute intervals, and summed for AM and PM peak hours .

Peak hours within SNABM are defined as 7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM. The average from the two day counts during AM peak hour and PM peak hour were used as validation targets for each location. See also Appendix A.

The conventional count spreadsheets also show AM and PM peak hour intersection turn movements at five locations, as shown in Appendix A. Turn movements were summarized as approach and departure volumes, and added to the traffic count validation database.

PeMS Data

PeMS data was collected for I-80 and I-680, and for the freeway portion of SR 37 through Vallejo. Data was collected for the AM peak hour and PM peak hour from April 14 through May 15, 2015, and averaged for a typical midweek weekday. The data were also checked for reasonableness, including review to determine the median, 25th and 75th percentile curves were closely matched.

Outlier data were dropped from the analysis, potentially indicating accidents or other events that could skew traffic volumes. Additionally, some data points were dropped due to questionable volume totals, suggesting issues with specific counters. However, enough locations were identified on Solano County freeways to have representation throughout the county. (See again Figure 4.2.)

Caltrans Traffic Counts

The Caltrans Count Book was also reviewed for traffic volumes on important state highways not included in PeMS not included for the conventional highway counts. These locations included I-505 and SR 12 East of I-80. Note that PeMS data is available only for urban freeways. The section of SR 12 is an expressway

⁶ Solano Transportation Authority 2013 Congestion Management Program, <http://www.sta.ca.gov/docManager/1000004382/FINAL%202013%20Solano%20CMP%2012-11-13.pdf>

configuration through Fairfield and Suisun City, and I-505 is largely rural. Caltrans Count Book volumes are for average annual daily (AADT) conditions – not directly comparable to midweek weekday average daily and peak hour traffic.

An additional Caltrans reference report – Caltrans Peak Hour Volume Data Report⁷ was consulted as an additional source of observed traffic volumes. The peak hour report provides AM and PM peak hour traffic that, with some basic analysis, provides peak hour observed traffic volumes by direction. Where possible, the peak hour report data are used directly as an observed data source. However, the peak hour data is limited to a few relevant locations, so could only be used as a supplemental data source. As a result, some comparisons of PeMS daily and annual data with the Caltrans Count Book and Peak Hour Volumes Report were reviewed for comparability, with some planning judgment used to determine observed peak hour volumes at some locations.

4.2 MODEL VALIDATION CRITERIA

Travel demand models must replicate actual conditions to within a certain level of accuracy to be considered accurate and appropriate for use in traffic forecasting. Generally accepted validation standards are published in Travel Model Validation and Reasonableness Checking Manual⁸. The following three aggregate validation standards were used: Percent root mean squared error (percent RMSE), percent error and R squared (R^2). Each of these measures is described below.

Percent RMSE determines the amount of variability, or difference, between the modeled and observed traffic for each link with traffic counts. Although the following formula may appear daunting, the calculation is really straightforward, and provides a stronger assessment of model performance than simple averaging of the differences between modeled and observed volumes. The process of squaring differences for each individual link (with the difference being traffic count minus model volume) and then taking the squared root of the sum removes the plus and minus sign for each value.

Consider the example of two links with equal count values. The first link shows a model difference 50 percent higher than the count, and the second link has a model difference 50 percent lower than the count. Averaged, these two links have a difference of zero percent. The Percent RMSE removes the plus and minus differences, yielding a more accurate 50 percent RMSE. The formula for percent RMSE is

⁷ <http://traffic-counts.dot.ca.gov/docs/2014kanddfactors.pdf>

⁸ Federal Highway Administration, Travel Model Improvement Program, Model Validation and Reasonableness Checking Manual, 2010, https://www.fhwa.dot.gov/planning/tmip/publications/other_reports/validation_and_reasonableness_2010/fhwahep10042.pdf.

$$RMSE = \sqrt{\frac{\sum_{i=1}^N [(Count_i - Model_i)^2]}{N}}$$

and

$$\%RMSE = \frac{RMSE}{\left(\frac{\sum_{i=1}^N Count_i}{N}\right)} \times 100$$

Obtaining a percent RMSE of less than 40 percent for regional travel models is generally desirable, although smaller-scale models will commonly not meet this target. The word desirable was purposely chosen since not all models will validate to within the 40 percent RMSE target. A model can still perform well despite not meeting the target.

The percent error is a different measure of closeness when the results are aggregated. The formula for percent error is

$$percent\ error = \frac{\sum_{i=1}^N Volume_i - \sum_{i=1}^N Count_i}{\sum_{i=1}^N Count_i} \times 100$$

As noted above, percent error is generally not as useful as the percent RMSE for understanding typical variation between the model and counts. However, the percent error is useful for understanding the difference in total traffic across all links. Percent error provides a useful measure of whether the extent the model under- or over-predicts total traffic.

The R^2 of the scatter plot, also called the coefficient of determination, is a measure of the amount of variation in traffic counts “explained” by the model.

Together, these three measures provide a summary of how well the model performs relative to the traffic count database. The following sections describe the 2010 and 2015 model validation results in more detail.

2010 Model Validation Results

The 2010 SNABM was validated against 2010 traffic counts throughout Solano County. Tables 4.1 and 4.2 summarize the 2010 validation results from the model.

Both the 2010 AM and PM peak hour percent RMSEs do meet the validation targets of 40 percent. The PM peak hour results were close to matching observed (42 percent); and the AM peak hour percent RMSE was 57 percent.

The 2010 percent error shows the AM validation results over-predict traffic volumes by approximately 16 percent – across all links with counts. For the PM peak hour, the percent error is close to 0 percent. In this case, the sum of all of the links with traffic counts closely matches the sum of the volumes for the same links.

Table 4.1. Year 2010 AM Peak Hour Validation

Facility Type	Observed		Model Volumes		Model Performance	
	Sum of Counts	No. of Obs.	Estimated	Sum of Squared Error	Percent RMSE	Percent Error
Freeway	306,305	87	355,186	246,625,595	48%	16%
Expressway	12,045	13	13,367	2,673,420	51%	11%
Arterial	32,611	50	37,869	11,451,356	74%	16%
All	350,961	150	406,422	260,750,371	57%	16%

Table 4.2. Year 2010 PM Peak Hour Validation

Facility Type	Observed		Model Volumes		Model Performance	
	Sum of Counts	No. of Obs.	Estimated	Sum of Squared Error	Percent RMSE	Percent Error
Freeway	334,556	87	329,037	161,615,345	36%	-2%
Expressway	13,175	13	13,540	812,639	26%	3%
Arterial	38,126	50	42,407	12,953,647	67%	11%
All	385,857	150	384,984	175,381,631	42%	0%

Figures 4.3 and 4.4 show scatterplots of modeled traffic volumes versus the observed traffic counts combining with R^2 to illustrate that the amount of error in the modeled volumes is proportional to the traffic counts. The R^2 values are 0.76 in the AM peak hour and 0.75 for the PM peak hour.

Figure 4.3. Year 2010 AM Peak Hour Model versus Count Scatterplot

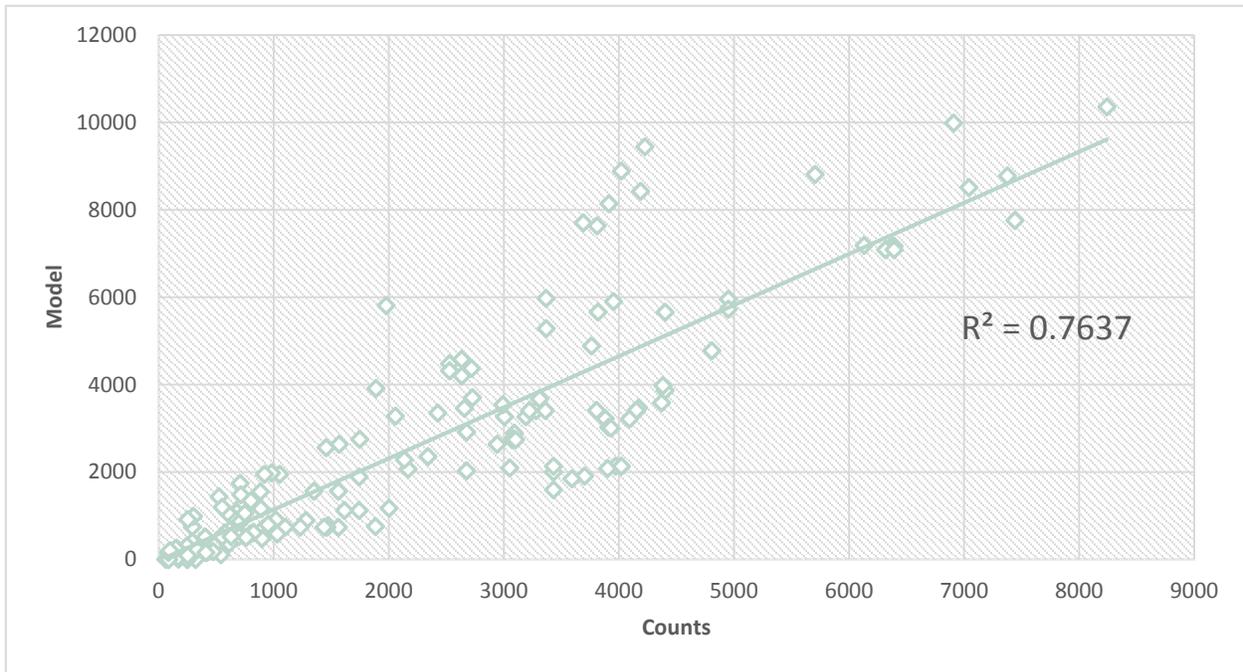
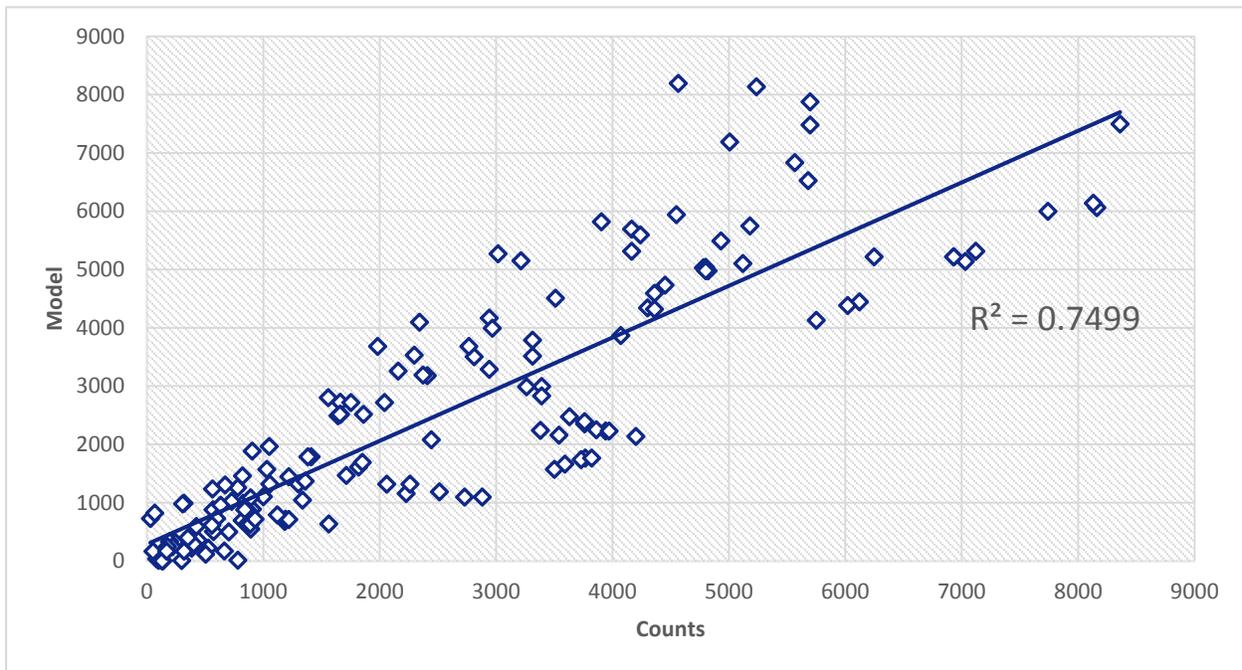


Figure 4.4. Scatterplot of 2010 PM Peak Hour Model versus Counts



The question, then, becomes whether the 2010 SNABM model is viable given not meeting the validation targets for percent RMSE. A given model should not be judged solely on the basis of percent RMSE. Model sensitivity, that is the ability for the model to respond appropriately to the testing of transportation policies, is at least as important a consideration as model validation. In this case, SBABM retains all of the advanced features of Travel Model One and so provides a full range of advanced modeling capabilities for STA.

An additional key consideration is STA intends to maintain consistency with Travel Model One. Here again, SBABM is derived directly from Travel Model One and is therefore entirely consistent with regional model.

For specific applications, SNABM is recommended to be used in conjunction with standard post-processing analysis. Post-processing generally involves using traffic counts combined with model growth for future year forecasting purposes, and is routinely used for specific traffic studies. This use of post-processing is a generally accepted methodology for travel demand forecasting, and is recommended by FHWA⁹.

However, a question still remains about assessing the overall viability of the SNABM 2010 validation results. Comparison against the MTC Travel Model One results does provide some insights. Given that SNABM is a focused version of Travel Model One, the validation results for each model can be compared.

MTC's published validation data, however, only includes a handful of comparable data points¹⁰. Those results are shown here in Table 4.1. Note that MTC prepares travel forecasts for daily and peak period conditions, while SNABM data is for AM and PM peak hours. This comparison is provided only to provide an indication that SNABM forecasts are reasonably comparable with Travel Model One. Ultimately, validation of SNABM requires a balancing of matching traffic counts with maintaining consistency with Travel Model One.

⁹ Federal Highway Administration, National Cooperative Highway Research Program Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design, 2014,
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_765.pdf

¹⁰ Metropolitan Transportation Commission Technical Memorandum From: David Ory, David Vautin, Rupinder Singh, Year 2010 Validation of Travel Model One, October 2, 2013,
http://analytics.mtc.ca.gov/foswiki/pub/Main/Documents/2013_10_02_RELEASE_Travel_Model_One_Year_2010_Validation.pdf

Table 4.3. Year 2010 Modeled Versus Observed Traffic Volume Percent Differences

Facility	Travel Model One			SNABM	
	Daily	AM Peak Period (6-10 AM)	PM Peak Period (3-6 PM)	AM Peak Hour	PM Peak Hour
I-80, Carquinez Bridge (EB Only)	-37%	18%	6%	-13%	16%
I-680, Benicia/Martinez Bridge	21%	32%	24%	19%	17%
Route 37, Sears Point Road	5%	26%	14%	24%	40%

2015 Model Validation

The 2015 version of SNABM utilized the new traffic counts as described above. An important note that is that the Year 2015 underlying socio-economic data does not represent true on-the-ground population and employment estimates as prepared by the US Census Bureau. Rather, 2015 San Francisco Bay Area socio-economic data were prepared in 2012 as part of Plan Bay Area. When more up-to-date population and employment data become available, they may be compared against the assumptions used in SNABM.

A series of validation tests were conducted to improve model performance. Adjustments to the roadway networks were conducted, and the model was re-run a number of times before obtaining the final outcomes presented here. Among the network changes included changes to roadway network facility types and centroid connectors to better reflect real conditions and to improve model validation performance.

Tables 4.3 and 4.4 summarize AM and PM peak hour model validation, respectively. Model performance for 2015 does not match the 2010 results. The key reason for this difference is likely due to ultimate inaccuracies with 2015 socio-economic data having been developed in 2012. The 2012-2015 period saw rapid economic expansion in parts of the Bay Area – notably employment growth in San Francisco and Solano Counties.

Table 4.4. Year 2015 AM Peak Hour Validation

Facility Type	Observed		Model Volumes		Model Performance	
	Sum of Counts	No. of Obs.	Estimated	Sum of Squared Error	Percent RMSE	Percent Error
Freeway	193,294	49	214,579	145,169,134	44%	11%
Expressway	8,899	12	20,933	30,381,597	224%	135%
Arterial	44,189	70	85,121	59,747,006	147%	93%
All	246,382	131	320,632	235,297,737	72%	30%

Table 4.5. Year 2015 PM Peak Hour Validation

Facility Type	Observed		Model Volumes		Model Performance	
	Sum of Counts	No. of Obs.	Estimated	Sum of Squared Error	Percent RMSE	Percent Error
Freeway	202,987	49	204,410	104,531,778	36%	1%
Expressway	9,930	12	19,354	17,351,693	152%	95%
Arterial	49,650	70	82,098	41,075,260	109%	65%
All	262,567	131	305,863	162,958,731	56%	16%

Figures 4.5 and 4.6 plot model volumes for the AM and PM peak hours, respectively. As noted for the tables above, model performance declines somewhat in 2015 compared with 2010.

Figure 4.5 2015 AM Peak Hour Model versus Counts

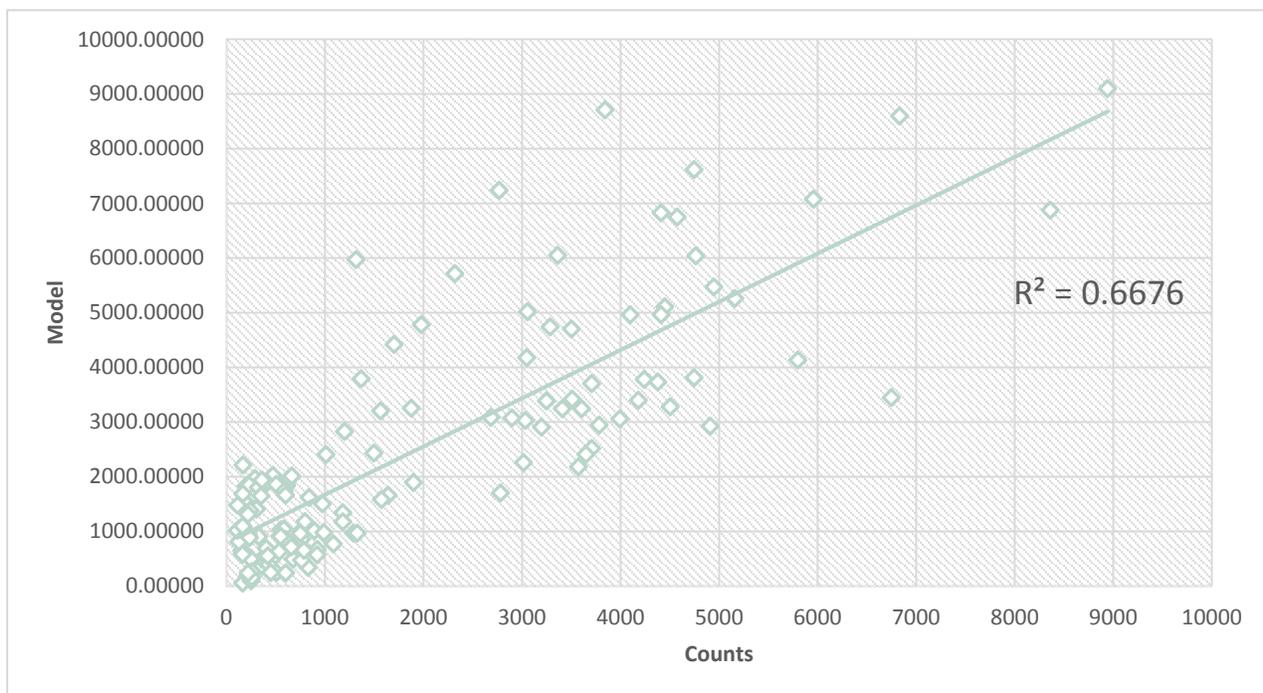
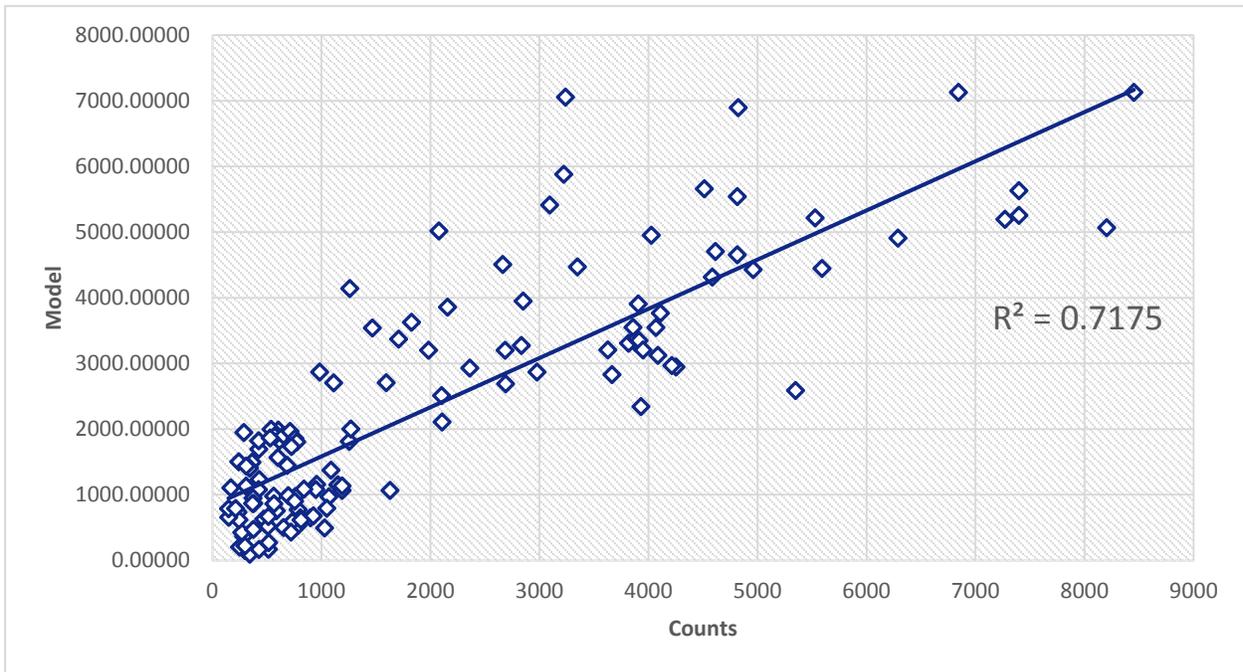


Figure 4.6 2015 PM Peak Hour Model versus Counts





DATE: May 16, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Draft Solano Priority Conservation Area (PCA) Assessment and Implementation Plan

Background:

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

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

In the fall of 2012, the Metropolitan Transportation Commission (MTC) and ABAG created a \$10 million regional PCA Pilot Program with \$5 million specifically dedicated to the 4 North Bay Counties of Marin County, Napa County, Solano County, and Sonoma County. This pilot was developed in response to a request from STA, the County of Solano and the Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority). The funding was included as part of the OneBayArea Grant (OBAG) Program via Surface Transportation Program (STP) funds. In follow up, the North Bay MTC Commissioners and Congestion Management Agency (CMA) Directors met on February 28, 2013 and agreed to distribute \$1.25 million to each North Bay county to fund their PCA priorities.

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

Discussion:

In April 2014, STA secured the consulting services of PMC, and subsequently held six public meetings with the STA's PCA Stakeholder Committee, including a review of the newly-adopted ABAG policies for the function and designation of PCAs. These new policies include the need to identify designation classification for each PCA (Natural Landscape, Agricultural Land, Regional Recreation, or Urban Greening) and supporting data. Over the course of these meetings, the

Committee developed recommended boundaries for the existing PCAs and recommended the addition of four new PCAs. The Suisun Marsh and the Sacramento-San Joaquin Delta are recognized for their local, regional, and state-wide importance, but the committee decided not to recommend them for PCA designation under ABAG's program due to the extensive protection these areas already receive.

Committee-recommended boundaries of existing PCAs and new PCAs were presented to the planning directors, who recommended the County to carry forward this effort. Solano County staff desired more focused boundaries around the locations of future investment, therefore boundaries were adjusted. Ultimately, the County decided not to apply for any new PCA designations.

The Solano PCA Assessment and Implementation Plan culminates the two-year effort to understand and implement the ABAG guidelines and to identify transportation projects to enhance the open space and agricultural land in Solano County. The most noteworthy section of the Plan is the Next Steps section, which contains two important features: a prioritized list of improvement projects within PCAs, and identification of areas which ought to be considered for future PCA designation.

The City County Coordinating Council (4Cs) has reviewed the Draft Solano PCA Assessment and Implementation Plan, the Plan is scheduled for consideration by the STA Board in June of this year. The STA Board requested to release the Plan for a public comment period prior to adopting the Plan at its July meeting. Once the Plan is adopted, it will guide the allocation of future PCA funds and other investments which support PCA projects. MTC has indicated its continued support for the PCA program which is demonstrated by the increase of program funds in the approaching OBAG 2 cycle. STA expects to receive \$2.5 million dedicated to PCA projects in Solano County, which will be guided by the priorities outlined in the Solano PCA Assessment and Implementation Plan.

Fiscal Impact:

None

Recommendation:

Forward a recommendation to the STA Board to release the Solano Priority Conservation Area (PCA) Assessment and Implementation Plan for a 30-day public comment period.

Attachment:

- A. Solano PCA Plan Introduction Chapter (full plan viewable on STA website)

1. INTRODUCTION

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

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

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

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

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

RECOMMENDATIONS

The PCA PAC recommended nine areas as appropriate for designation as PCAs. This includes five previously adopted PCAs, plus four new areas which the PCA PAC recommended for adoption. The recommendations are based on conformity with the ABAG PCA guidelines criteria, the significance of the area, and identifiable projects with a high potential for future funding options. Although the PCA PAC recommended four new PCA designations, a land use authority, like a city or county, must be the nominee. At this time, no land use authority chose to nominate additional PCAs, therefore they will be studied and reconsidered at a future time.

The following is a list of the Priority Conservation Areas and potential projects (detailed descriptions in the section Conclusions and Next Steps) identified by the PCA PAC:

1. **Blue Ridge Hills | Adopted July 2008**

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

Project: To be determined by forthcoming area specific plan

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

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

Project: None identified at this time

3. Suisun Valley | Adopted December 2013

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

Project: Farm to Market Project

4. Western Hills | Adopted July 2008

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

Project: Rockville Trails Parking Lot and Staging Area and Potential Connection with Rockville Hills

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

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

Projects: Lynch Canyon Expansion and Trails; and Vallejo Swett Trails and Bay Area Ridge Trail Expansion

The following is a list of potential Priority Conservation Areas as identified by the committee for future consideration. Consistent with the above list, potential projects (detailed descriptions in the section Conclusions and Next Steps) are listed which identified by the PCA PAC:

6. Putah Creek | Potential Future Designation

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

Projects: Putah Creek Road; Stevenson Bridge Improvements

7. Dixon Agricultural Service Area | Potential Future Designation

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

Project: Pedrick Road Overcrossing

8. Mare Island | Potential Future Designation

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

Project: None identified at this time

9. Elmira | Potential Future Designation

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

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

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

Potential Solano County PCAs

Priority Conservation Area

- 1 - Blue Ridge Hills (Vaca Mountains)
- 2 - Vacaville-Fairfield-Sobano Greenbelt and Cement Hill
- 3 - Suisun Valley
- 4 - Western Hills
- 5 - Tri City and County Cooperative Planning Area

Basemap Layers

- Roadway
- Highway
- Railroad
- Streams and Creeks
- Major Water Features
- Water Trail Facilities**
- Existing Destination
- Planned Destination
- Existing Launch
- Planned Launch
- Existing and Proposed Trail Network**
- Bay Trail
- Planned Bay Trail
- Other/Ridge Trail
- Planned Other/Ridge Trail

City Limits

- Sphere of Influence
- Tri-City/County Cooperative Planning Area
- Adjacent Counties

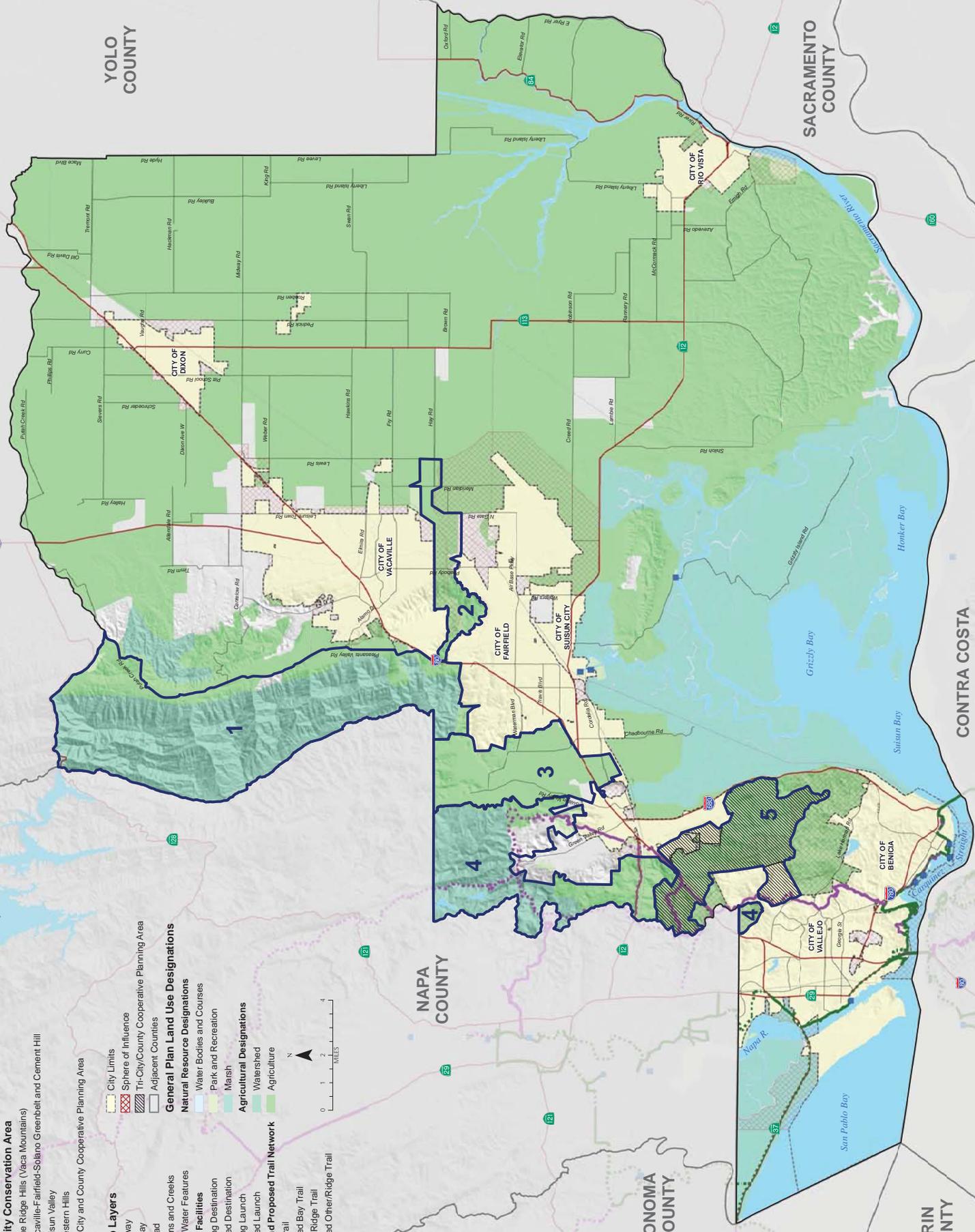
General Plan Land Use Designations

Natural Resource Designations

- Water Bodies and Courses
- Park and Recreation
- Marsh

Agricultural Designations

- Watershed
- Agriculture





DATE: May 2, 2016
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding for FY 2016-17 and FY 2017-18

Background:

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund Countywide taxi-based intercity paratransit service, and a separate MOU between the TRANSIT agencies and Taxi Operators was entered into for the operations of the program. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service.

Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009 and in response to issues raised at two summits focused on Mobility for Seniors and People with Disabilities. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This item is to provide information on the update to the MOU's.

Discussion:

The STA has been operating the Solano Intercity Taxi Scrip Program under the two existing MOU's established when Solano County was managing the program:

1. The MOU between the Taxi Companies and the agencies, and
2. The MOU between the agencies and the STA

Based on advice from legal counsel, STA staff and legal counsel have crafted a parallel Agreement updating terms and conditions with the taxi operators, including incorporating the most up-to-date program information, regulations and incorporating federal clauses. This Agreement will take the place of the MOU between the Taxi Companies and the agencies. In addition, STA staff and legal counsel have prepared an updated MOU between the STA, the County and the five transit operators. Both staff and legal counsel will be available to answer any questions at the meeting. Attachment A is an update of the MOU between the agencies and the STA.

The attached MOU is to be reviewed by the legal counsels of the participating parties, and will return as an action item at the June meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. MOU between the agencies and the STA (To be provided under separate cover.)

**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE CITIES OF DIXON, FAIRFIELD,
RIO VISTA, VACAVILLE,
SOLANO COUNTY TRANSIT,
THE COUNTY OF SOLANO, AND
THE SOLANO TRANSPORTATION AUTHORITY
FOR INTERCITY PARATRANSIT SERVICES**

THIS MEMORANDUM OF UNDERSTANDING (“Paratransit MOU” or “MOU”) is entered into on the date last written below, by and among the municipal corporations of the CITY OF DIXON (“DIXON”), the CITY OF FAIRFIELD (“FAIRFIELD”), the CITY OF RIO VISTA (“RIO VISTA”), and the CITY OF VACAVILLE (“VACAVILLE”); the COUNTY OF SOLANO (“COUNTY”), a political subdivision of the State of California; the SOLANO TRANSPORTATION AUTHORITY (“STA”), a joint powers authority consisting of the cities of BENICIA, DIXON, FAIRFIELD, RIO VISTA, SUISUN CITY, VACAVILLE, VALLEJO, and the COUNTY; and, SOLANO COUNTY TRANSIT (“SOLTRANS”), a joint powers authority consisting of the cities of BENICIA and VALLEJO, and the STA. Unless specifically identified, the various public agencies may be commonly referred to individually as “Party” or collectively as “Parties,” as the context may require.

RECITALS

WHEREAS, paratransit is defined as specialized transportation provided by taxis, cars or accessible vans for people with disabilities who meet the eligibility requirements established by the Americans with Disabilities Act (“ADA”) but who cannot use available fixed-route transit services; and

WHEREAS, DIXON, RIO VISTA, and VACAVILLE, and the STA (on behalf of the COUNTY) each operate independent transit and/or paratransit systems for riders within and around each agency’s jurisdiction; and

WHEREAS, FAIRFIELD operates Fairfield and Suisun Transit (“FAST”), which provides transit and paratransit services to FAIRFIELD and SUISUN CITY, and operates regional bus routes on the Interstate 80 and 680 corridors; and

WHEREAS, SOLTRANS provides transit and paratransit services to the Cities of BENICIA and VALLEJO, and operates regional bus routes on the Interstate 80, 680 and 780 corridors; and

WHEREAS, ambulatory paratransit riders are able to enter into and out of a vehicle without the use of a lift, ramp, or other boarding assistance device, and with little or no assistance from others; and

WHEREAS, non-ambulatory paratransit riders require the use of lifts, ramps, boarding assistance devices, and/or assistance from others to enter into and out of a standard vehicle or accessible van; and

WHEREAS, a paratransit service that provides trips beyond ¾-mile from existing fixed route transit service exceeds service that is mandated by ADA is known as ADA-Plus paratransit service; and

WHEREAS, Solano County intercity paratransit services (trips between jurisdictions) were provided to all eligible riders through a service, formerly known as Solano Paratransit, until its dissolution in 2009; and

WHEREAS, in 2010, the Parties entered into a Memorandum of Understanding to provide a new taxi-based intercity ADA-Plus paratransit service to eligible ambulatory riders as an alternative to the existing ADA paratransit services; and

WHEREAS, the Parties have agreed to share the regional costs of providing intercity transit services through the Intercity Transit Funding Agreement, dated July 1, 2012, and memorialize those shared costs annually by agreement in the annual Transportation Development Act Matrix (“TDA Matrix”) maintained by the STA; and

WHEREAS, the COUNTY adopted Resolution No. 2014-160 which authorized the STA to claim the COUNTY’s Transportation Development Act Article 8 (“TDA Art. 8”) monies annually through FY 2017-18 for paratransit services; and

WHEREAS, the Parties wish to enter into a new Memorandum of Understanding to provide contract-based intercity ADA-Plus paratransit services to eligible ambulatory and non-ambulatory residents (“SERVICE”).

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises set forth in this MOU, the Parties agree as follows:

Part I

Roles and Responsibilities of the Parties

A. STA Roles and Responsibilities

1. The STA shall update and maintain the STA’s TDA Matrix for budgeting, estimating TDA Art. 8 claim amounts, and providing for multi-year reconciliation.
2. The STA will seek grants, with the Parties assistance, to supplement available funding for the SERVICE, and shall apply any awarded monies to subsidize the costs of the Parties’ SERVICE.

3. The countywide process for determining ADA ridership eligibility, and rules and policies established through this eligibility process will be utilized by the STA in administration of the SERVICE.
4. The STA shall work with the Parties to formulate the basis and deliverables for the contract(s) that will be used to provide the SERVICE.
5. The STA shall advertise, award, and execute contracts for paratransit services to provide intercity ADA-Plus paratransit trips to eligible ambulatory and non-ambulatory riders between the jurisdictions of the Parties.
6. The STA may provide non-ADA trips to the Parties and other agencies, under separate agreement and with no subsidies for funding, provided that the trips do not create additional unit costs to the base SERVICE contract costs.
7. The STA will provide monthly ridership reports to the Parties which detail the riders, trip routes, and costs originating from each Party's jurisdiction. The STA will provide quarterly reports and an annual report on the SERVICE, which details budgets, cost details, ridership, and trends.
8. The STA shall apply the available subsidy funds towards each Party's share of the costs of the SERVICE based upon the monthly share of ADA-eligible contract costs that originated from each Party's jurisdiction.
9. The STA shall make annual claims against each Party's TDA Art. 8 monies for costs in providing the SERVICE to the respective Party's jurisdiction. The TDA claims shall be based upon the cost of providing the SERVICE in advance of the fiscal year that it is provided. The claims for each fiscal year (2016-17 and 2017-18) shall be at least the amounts set forth in Attachment A. If contract costs for the SERVICE do not exceed the established TDA claim amounts, then the claims shall be reconciled (credited back) for the finalized costs of each fiscal year in accordance with the existing TDA claims reconciliation process through the STA's TDA Matrix.
10. The STA will assist the Parties as necessary in making claims and invoicing for all federal reimbursement that is available for providing the SERVICE. Assistance shall include providing all SERVICE contract costs, trip information, invoices, federal reimbursement forms, or other information that is necessary to receive federal reimbursement.
11. If the STA's costs in providing the SERVICE to a Party's jurisdiction exceed the estimated budget (TDA claim plus subsidy) or will reasonably exceed the estimated budget by trend forecast, then the STA and the respective Party shall agree to a remedy plan from the following options:
 - a) The respective Party shall provide additional funding to the STA, utilizing TDA funds or otherwise, to cover the unanticipated costs;
 - b) The STA and respective Party shall agree on terms to limit ridership or subsidy for the remainder of the fiscal year which will preserve the existing budget; and/or,

- c) The STA and the respective Party shall agree to terminate the SERVICE provided to the Party's jurisdiction once the fiscal year budget has been met.

If the respective Party and the STA fail to agree to a remedy plan above within 30 days of notice, the STA may terminate SERVICE to the respective Party's jurisdiction for the remainder of the fiscal year. The STA shall notify the Party at least 30 days in advance of termination of the SERVICE.

12. If a Party seeks to increase the SERVICE to its jurisdiction, the respective Party and the STA will agree to a plan that allows for the increased SERVICE subject to the Party providing additional funding to the STA, utilizing TDA funds or otherwise, to cover the unanticipated costs.
13. The STA shall also retain TDA Art. 8 monies to cover the costs of STA staff time utilized in providing the SERVICE and related public outreach. In addition, the STA shall retain a contingency above the estimated annual budget for the SERVICE, to cover unanticipated costs, service growths, and/or delayed payments, should they occur.
14. The STA shall review, maintain, and modify as agreed by the Parties, a farebox recovery ratio, as well as establish associated farebox fees to riders utilizing the SERVICE, which provides for the long-term sustainability of the SERVICE.
15. The STA will develop public outreach elements as part of the SERVICE, as coordinated with the Parties' existing efforts, and which supports the STA's mobility management program.
16. STA shall update, and maintain the database for ADA-eligible riders for their respective jurisdictions, including the furnishing of ADA identification cards to their riders, and shall make this information accessible to the Parties and its contractor(s).
17. STA shall provide the Parties a quarterly ridership report and an annual report.

B. Parties Roles and Responsibilities

1. The Parties shall, in good faith, assist the STA in the creation and maintenance of the SERVICE, through review of draft contracts, selection of contractor(s), public outreach, and facilitation of any necessary payments and TDA claims.
2. The Parties which provide fixed route transit service shall continue to provide ADA-mandated paratransit service, as necessary, and separate from that which is provided by the SERVICE.
3. A Party may request to increase SERVICE in its jurisdiction with STA's concurrence pursuant to Section A.12 above,
4. The Parties shall review STA's quarterly ridership reports and the annual report, and comment on any errors or discrepancies within 3 weeks of receipt.

5. The Parties shall review and approve the TDA Matrix and associated capital service costs prior to the STA making a TDA claim. Once the TDA Matrix is approved by the Parties and the STA Board, the Parties will allow the STA to make claims against each Party's TDA funds, initially estimated through the STA's TDA Matrix, and finally accounted and reconciled by formula in accordance with Attachment A.
6. The Parties shall maintain their existing annual TDA financial commitments toward the SERVICE, minimally at the amounts shown in Attachment A. The Parties should anticipate that the SERVICE costs will grow while the available subsidies will vary from year-to-year. Each Party may choose to increase its respective funding commitment to the STA where there is a need and desire to increase the SERVICE to the respective jurisdiction.
7. The Parties shall assist the STA in efforts toward seeking grants to supplement available funding for the SERVICE.
8. The Parties will implement the public outreach elements developed by the STA for the SERVICE, as coordinated with the Parties existing efforts, and which supports the STA's mobility management program.
9. The associated fees charged to the riders, shall be reviewed annually, or as necessitated by changes to the SERVICE's budget, by the Parties. The Parties may recommend a change to the associated fees which will become effective only upon approval of the STA Board.
10. Should a Party wish to withdraw from this MOU, a 90-day advance written notice must be provided to the Parties, approved by the withdrawing Party's Board, Council, or signatory authority. TDA funds to be reimbursed or refunded shall be reconciled for finalized costs of each fiscal year in accordance with Attachment A, and through the existing TDA claims reconciliation process through the STA's TDA Matrix.

Part II

General Terms and Conditions

A. Term of MOU

This MOU shall be in effect from July 1, 2016 to June 30, 2018 with the option to extend for two additional years upon the approval of all of the Parties.

B. Indemnification

Each Party shall indemnify, defend, protect, hold harmless, and release the other Parties, their elected bodies, officers, agents, and employees, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs, or expenses (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of such indemnifying Party in the performance of its obligations under this MOU. This indemnification obligation shall not be limited in any way by any limitation on the

amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

C. No Waiver

The waiver by any Party of any breach or violation of any requirement of this MOU shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this MOU.

D. Assignability

No Party to this MOU shall assign or transfer any interest herein nor the performance of any duties or obligations hereunder, without the prior written consent of the other Parties, and any attempt by a Party to so assign or transfer this MOU or any rights, duties or obligations arising here under shall be void and of no effect.

E. Governing Law and Venue

The construction and interpretation of this MOU and the rights and duties of the Parties shall be governed by the laws of the State of California with venue residing in Solano County.

F. Force Majeure

No Party shall be liable or deemed to be in default for any delay or failure in performance under this MOU or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Party.

G. Notices

All notices required or authorized by this MOU shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

AGENCY:

CITY OF DIXON
Joe Leach
Public Works Director
600 East "A"
Dixon, CA 95620

CITY OF FAIRFIELD
George Hicks
Public Works Director
1000 Webster St.
Fairfield, CA 94533

SOLANO COUNTY
Bill Emlen
Director of Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

SOLANO TRANSPORTATION
AUTHORITY
Daryl K. Halls, Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

SOLANO COUNTY TRANSIT
Mona Babauta
General Manager
311 Sacramento Street
Vallejo, CA 94590

CITY OF SUISUN CITY
Tim McSorley
Public Works Director
701 Civic Center
Suisun City, CA 94585

CITY OF VACAVILLE
Shawn Cunningham
Public Works Director
650 Merchant St.
Vacaville, CA 95688

CITY OF RIO VISTA
Dave Melilli
Director of Public Works
One Main Street
Rio Vista, Ca 94571

H. Subcontracts

Within the funds allocated by the Parties under this MOU, the STA may contract for any and all of the tasks necessary to undertake the SERVICE described in this MOU. The STA must follow federal procedures in selecting contractors and consultants.

I. Prior Agreements and Amendments

This MOU represents the entire agreement of the Parties with respect to the subject matter described herein, and no representations, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this MOU. This MOU may only be modified by a written amendment duly executed by the Parties.

J. Severability

If any provision or portion of this MOU is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this MOU.

K. Compliance with all Laws

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA).

L. Non-Discrimination Clause

1. During the performance of this MOU, the Parties and their subcontractors shall not deny any benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

2. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated pursuant to it (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

M. Access to Records and Retention

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this MOU, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this MOU for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this MOU, or after all pending matters are closed, whichever is later.

IN WITNESS WHEREOF, this MOU was executed by the Parties on the day and year last written below.

CITY OF DIXON

APPROVED AS TO FORM

By: _____
Jim Linley, City Manager

By: _____

CITY OF FAIRFIELD

APPROVED AS TO FORM

By: _____
David White, City Manager

By: _____

CITY OF RIO VISTA

APPROVED AS TO FORM

By: _____
Greg Bowman, Interim City Manager

By: _____

CITY OF VACAVILLE

APPROVED AS TO FORM

By: _____
Laura Kuhn, City Manager

By: _____

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl Halls, Executive Director

By: _____

SOLANO COUNTY TRANSIT

APPROVED AS TO FORM

By: _____
Mona Babauta, Executive Director

By: _____

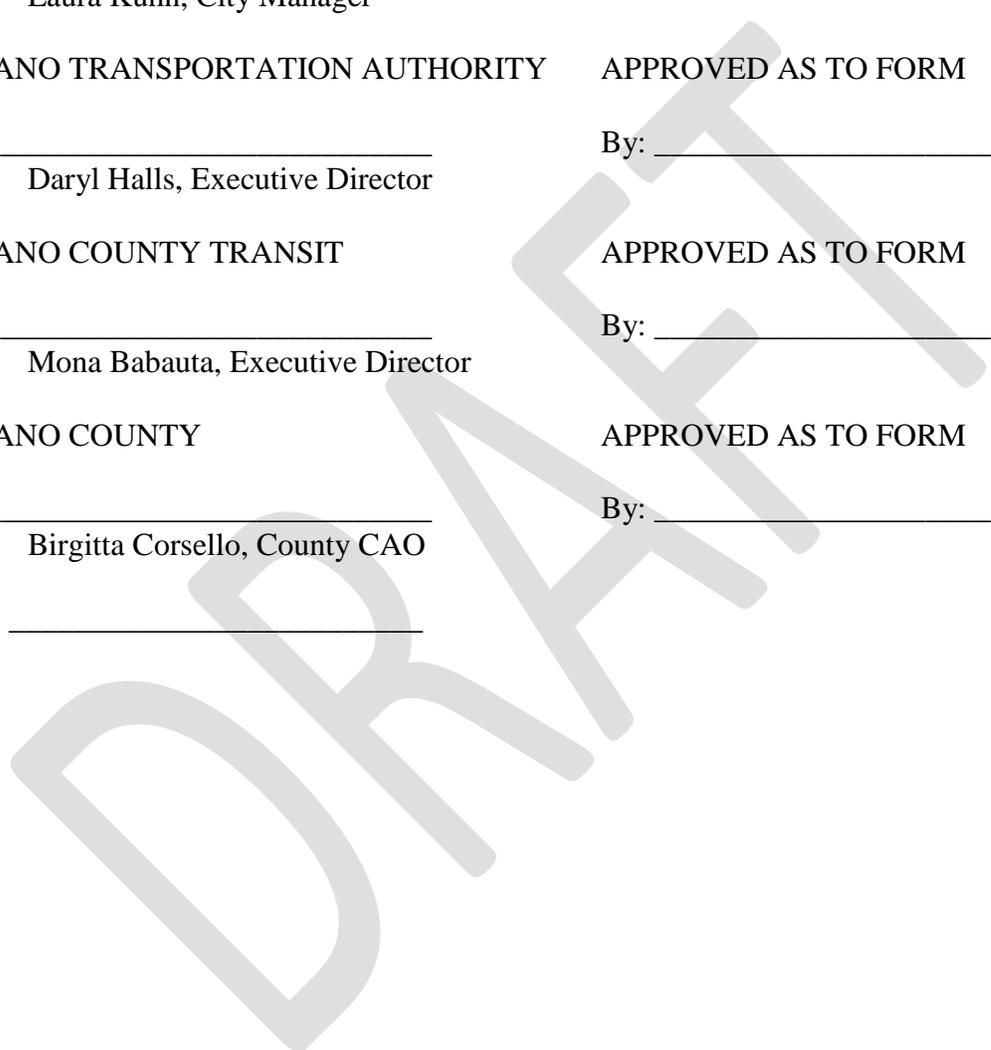
SOLANO COUNTY

APPROVED AS TO FORM

By: _____
Birgitta Corsello, County CAO

By: _____

Date: _____



Attachment A

TDA Claim FY 2016-17 and 2017-18 Minimum Amounts:

A. DIXON:	\$5,000
B. FAIRFIELD:	\$40,000
C. RIO VISTA:	\$5,000
D. SOLTRANS:	\$85,000
E. VACAVILLE:	\$70,000

DRAFT



DATE: May 17, 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 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 2,149 public comments as of May 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 940 public comments received where contact information was available, STA has replied to 799 (85%). STA has forwarded 1,805 comments to the county or one of the seven cities.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Public Input and Responses

All Feedback

Category	Count	Percentage
Local Streets Maintenance	1333	71%
Safety Improvement	735	39%
Mobility Seniors / Disabled	525	28%
Trust / Accountability	281	15%
Freeways and State Routes	252	13%
Local Road Issues	191	10%
No More Taxes	142	8%
Total Commenters	1879	

Summary of CTP Outreach

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

Input Received

D Mail-In Survey Cards	1,667
E Letters	1
F Phone Messages	67
G E-mails	33
H On-Line Survey	111
I	subtotal 1,879
J Live On-Air Questions and Comments	61
K Community Meeting Participants Providing Comments	209
TOTAL COMMENTS (I+J+K)	2,149

Status of STA Replies to Public Input

L Mail-in Cards	451
M Letters	0
N Phone Messages	13
O E-mails	18
P On-Line Survey	47
Q	subtotal 529
R Call-in Participants	61
S Community Meeting Participants	209
T TOTAL RESPONSES (Q+R+S)	799
U Public input provided <u>with</u> contact information available (I-V)	940
	STA reply response rate (T/U) 85%
V Public input provided but no contact information available	939

Public Input Forwarded to Cities/County

	1,805
Benicia	198
Dixon	58
Fairfield	401
Rio Vista	129
Suisun City	95
Vacaville	269
Vallejo	603
Solano County	52

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

This page intentionally left blank.



DATE: May 16, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: MTC's Plan Bay Area Update

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 two 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.

Other aspects of the RTP that are advancing are the three land use/transportation investment scenarios that will be evaluated and the plans for MTC to hold open houses in each Bay Area county. Finally, MTC has provided additional guidance on county share funds to allow projects to be included in the fiscally constrained RTP.

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

At its meeting of May 11, 2016, the STA Board approved sending a letter on the Interchange Project assessment to the MTC Planning Committee. The letter is provided as Attachment A. STA staff attended the meeting and spoke on behalf of the Interchange Project. MTC and STA staff will be meeting to try to work out a more accurate project assessment.

MTC has provided additional details on the three land use and transportation investment scenarios that will be value weighted in order to come up with a preferred scenario. These scenarios are provided as Attachment B. The scenarios will be provided to the Solano Planning Directors for review at their May 19 meeting. STA is concerned that the interchange and several other important to Solano projects are only included in the analysis of the Main Streets Scenario. Whereas, staff believes these projects should also be in the connected neighborhoods scenario.

MTC will be hosting open houses on Plan Bay Area in each of the nine MTC counties. The Solano open house is scheduled for Monday, June 13th, at the Solano County Events Center in Fairfield. The open house will be held from 6 to 8 PM. MTC is also scheduling scoping meetings for the Plan Bay Area Environmental Impact Report. Those scoping meetings will be held in San Jose, Oakland and Santa Rosa.

In April of 2015, MTC provided initial financial targets to each of the county's so that projects that might be appropriate for inclusion in Plan Bay Area could be identified. As has been done in the past, MTC provided a planning target significantly larger than the actual anticipated revenue. This allows the CMAs to identify a large number of projects that will then be narrowed once the final fund amounts are provided. MTC recently provided the final fund amount. STA and MTC staff are still working to determine Solano County's actual available funds over the next 25 years. STA staff anticipate providing an updated fund estimate and recommended narrowed project list as a separate attachment.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. STA Letter to MTC re. I-80/I-680/SR 12 Interchange Assessment
- B. MTC Summary of Land Use and Transportation Investment Scenarios
- C. Solano County RTP Fund Estimate and Recommended Project List (to be provided under separate cover).



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

May 12, 2016

Page 1 of 2

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Regional Transportation Plan (RTP) Project Performance Assessment

Dear Mr. Heminger:

On behalf of the Solano Transportation Authority (STA), we are writing to request a modification to the recent performance assessment by MTC staff of the I-80/I-680/SR 12 Interchange Project. This is a critical regional, statewide, and national freight priority project that reduces congestion, improves safety and physical activity, helps the regional economy by improving goods movement, and supports a number of regional priorities such as safe routes to schools and priority development and conservation areas.

As explained in the attached pages, STA staff has reviewed MTC staff's evaluation of the benefits and costs of the Project and have identified several areas that should be modified. Some of the errors are technical and easily fixed, such as the mis-assignment of Express Lane costs to the Interchange Project. Other modifications to the assessment are more detailed and should also occur. Specifically, MTC's assessment that the Project will result in less physical activity and more traffic collisions is inaccurate and not consistent with other more detailed and accurate data available through the Project's Environmental Document. In addition, MTC's assessment system does not take into account the economic and employment benefits of the project in the benefit to cost assessment process.

The results of these technical and factual errors and the MTC model's inability to assess a regional freight project's benefits would result in placing funding for the entire Project at risk. Millions of dollars of engineering and environmental studies, relocation of utilities and other investments would be wasted if, due to the project's evaluation, it was no longer included in the RTP.

We therefore strongly request that MTC accept STA's revisions to the I-80/I-680/SR 12 Interchange Project evaluation that are spelled out in the attached documents, and we request this change in the evaluation to be implemented prior to the regional project performance assessments being finalized by MTC.

STA Ltr. to MTC's SHeminger dated May 12, 2016 re. RTP Project Performance Assessment

If you or your staff have questions regarding this request, please contact STA's Executive Director, Daryl Halls or STA's Director of Planning, Robert Macaulay at (707) 424-6075. Thank you for your consideration of this request.

Sincerely,



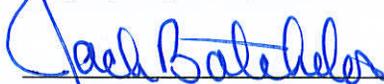
Norman Richardson, STA Board Chair
Mayor, City of Rio Vista



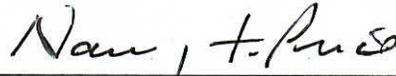
Jim Spering, STA Board Vice Chair
Supervisor, Solano County Board of Supervisors



Elizabeth Patterson, STA Board Chair
Mayor, City of Benicia



Jack Batchelor, STA Board Member
Mayor, City of Dixon



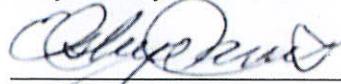
Harry Price, STA Board Member
Mayor, City of Fairfield



Pete Sanchez, STA Board Member
Mayor, City of Suisun City



Len Augustine, STA Board Member
Mayor, City of Vacaville



Osby Davis, STA Board Member
Mayor, City of Vallejo

Enclosures



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, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

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

MEMORANDUM

DATE: May 10, 2016
TO: Steve Heminger, Executive Director, MTC
FROM: Daryl K. Halls, Executive Director, STA
SUBJECT: Revised Benefit to Cost (BC) Calculation for the I-80 / I-680 / SR-12 Interchange

Below are the STA's requested changes to MTC's benefit to cost (BC) calculation for the I-80 / I-680 / SR-12 Interchange. Based on utilizing more accurate calculations for projects costs and for assessing the project, the revised BC ratio should be moved from the current 0.2 up to 1.14. I look forward to discussing this project assessment in more detail with you and your staff.

Project cost. MTC staff incorrectly calculated the cost of the project. (All numbers below are in thousands of dollars.)

Table with 2 columns: Description and Amount. Rows include: The total project capital cost is \$567,400; MTC staff did not deduct the cost of the express lane direct connections which is \$220,000; The net project cost is actually \$347,400; Using MTCs 20 year project cost calculation, annual project capital cost is \$17,370; MTC staff calculated the annual O&M cost based on 32 new lane miles \$3,300; The project adds zero new lane miles. \$0; Because existing, higher maintenance pavement is been replaced with new, low maintenance pavement, the actual annual O&M costs for the 20 years of the plan are: \$0; THE ACTUAL TOTAL ANNUAL COST OF THE PROJECT IS \$17,370

Project benefit. MTC staff incorrectly calculated the benefits from the project. (All numbers below are in thousands of dollars.)

MTC calculated project benefits from reduced congestion totaling	\$13,000
MTC calculated project costs as follows:	
• Increased vehicle ownership	\$500
• Increased GHG emissions	\$500
• Increased PM emissions	\$100
• Reduced physical activity	\$5,500
• Increased collisions due to higher VMT	\$1,300
TOTAL	\$7,900
STA does not disagree with the vehicle ownership, GHG emission and PM emission costs	\$1,100
STA staff disagrees with the physical activity cost, which is spelled out in Attachment A.	
• Reduced congestion will lead to increased access by bike and walking express bus carpool and vanpool sites.	
• The project includes significant local and regional bike facilities and trail connections – connecting 4 regional bike routes.	
The net result should be neutral – neither a cost nor a benefit.	\$0
STA staff disagrees with the collision costs estimated by MTC, as spelled out in Attachment B.	
• The project will reduce accidents in the project area by 18 per year.	
• Based on data from the project’s EIR/EIS, two fatal collisions occur in the project area annually. A conservative assumption is that the project improvements will eliminate half of these accidents. Using MTC’s costs, this is a benefit of:	\$10,800
• Of the remaining accidents, a conservative estimate is that 10% will result in injuries. Using MTC’s costs, eliminating two injury accidents will have a benefit of:	\$248
• The remaining 15 crashes will be property damage only. Using MTC’s costs, eliminating 15 property damage accidents will have a benefit of:	\$69
The net benefit, using both MTC’s calculated costs and the project’s EIR/EIS derived benefit, totals	\$7,817

End result of these changes to the total and annual project cost and project benefit is shown below:

Interchange Project Cost	567,400
Regional Express Lane Cost	220,000
Actual Interchange Project Cost	347,400
Annual Capital Cost	17,370
<hr/> Annual O&M	<hr/> 0
TOTAL ANNUAL COST	17,370
 TOTAL ANNUAL BENEFIT	 19,717
 REVISED FINAL BC CALCULATION	 1.14

- MTC's modeling staff believes that, in suburban communities such as those found in Solano County, reductions in traffic congestion – as would be provided by the Interchange – result solely in an increase in drive-alone commuters, and a reduction in the willingness of residents to bike or walk to transit centers in order to join a carpool or vanpool, or ride an express bus, ferry or train.
- This staff conclusion is **not consistent with the actual travel behavior of Solano County residents**. The best example of this is the Suisun City – Fairfield Capitol Corridor station. According to data provided by the Capitol Corridor and included as part of STA's recently completed Rail Facilities and Freight Study, this station has **access rates for bicyclists and pedestrians (18%) equal to those found in Emeryville and Berkeley**. The bicycle storage lockers at the Vacaville and Fairfield Express Bus / Park and Ride lots are consistently filled. The generally good weather and the constantly expanding bicycle and pedestrian networks funded by STA and implemented by cities throughout Solano County are incentives for people to use active transportation to get to a transit center. The disincentive to using transit to access the Bay Area is congestion found in a few key spots such as the Interchange. The MTC staff analysis misses this point.
- Additional active transportation benefits are provided through providing and connecting **numerous new class one and class two bicycle facilities that are integral elements of the Interchange project**. These new facilities provide local connections between single family and multifamily residential areas, nearby commercial and employment centers, and existing schools and civic facilities. They **bypass the barrier provided by I-80 and I-680** by creating new bike lanes on existing over crossings, and creating new grade-separated bike lanes.
- In addition to the local connections, the project provides a vital link to the class two facility **through Jamison Canyon that connects Fairfield and the Suisun Valley PCA to Napa County** and provides better connection for **four regional bike facilities** – North Connector, Solano Bikeway (McGary Road), Lopes Road and Jameson Canyon. The project will also improve Safe Routes to School access for students traveling to Green Valley Middle School and Rodriguez High School.
- The MTC model does not lend itself to calculating the benefit of additional student bicycle and pedestrian trips that would result from the project. It also has trouble capturing the local transition of commute trips from automobiles to bicycles that would be provided by elimination of the interstate freeway barriers by the project. Finally, it is unable to capture the increased physical activity (and support for open space and agriculture in the Napa and Solano PCAs) that would be provided by the completion of the project.

- MTC’s assessment includes a footnote regarding traffic collisions stating that the **MTC model cannot account for changes in weaving movements and rear end collisions** – exactly the sort of improvements that will result from the interchange project. This means that MTC staff acknowledges that they cannot accurately model the safety benefits of the project.
- **STA staff provided data from the approved EIR/EIS for the interchange to MTC staff** that documents expected reductions in collisions that will result from the completion of the Interchange project. The information from the EIR/EIS documents numerous road segments that exceed the state average for injury and fatality accidents. To quote directly from the environmental document,

“in particular, the total and fatality + injury actual accident rates are 1.9 to 1.4 times higher, respectively, for the west-bound off ramp to Red Top Road; the total actual accidents and fatality + injury actual accident rates are 1.7 to 2.0 times higher, respectively, for the east-bound off ramp to Green Valley Road; the actual fatality + injury accident rate is 34% higher than the average accident rate (fatality+ injury) for the eastbound onramp from Green Valley Road; the total actual accident rate is 3.9 times higher, for the westbound connector ramp from northbound I-680; and the total actual accident and fatality + injury actual accident rates are 37% and 55% higher than the average accident rate (fatality + injury) respectively for the eastbound connector ramp from northbound I-680 than average rates.”
- The environmental document safety discussion concludes with the following paragraph:

“The proposed improvements will reduce current and projected congestion as well as braid several congested weave movements. **Therefore, it is anticipated that construction of the proposed improvements will result in accident rates dropping to, or below, the state-wide average for similar facilities.**” (emphasis added)
- STA staff used road length and accident rates and numbers from the EIR/EIS and AADT rates from Caltrans (2014) to calculate the reduction in accidents that would result from the Interchange project. Specifically, STA staff focused on those segments of the interchange project with accident rates above the State average for similar facilities, and those segments with recorded fatal accidents. STA assumed those segments with accident rates above the state average would now have accident rates equal to the state average, and applied those revised rates to the recorded number of accidents as documented in the EIR/EIS.
- STA staff used the costs for fatal, injury and property damage collisions provided by MTC staff in the document titled Plan Bay Area 2040 Project Performance Assessment Approach to Benefits and Costs.
- STA staff used conservative estimates. For example, only ½ of the number of fatal accidents

were assumed to be eliminated by the project improvements. Similarly, even though the environmental document stated that accent rates might drop below the state-wide average, STA staff only assumed that they would drop to the statewide average.

In summary, STA staff has identified a combination of project cost reductions and project benefits that conservatively result in a project assessment for the I-80/I-680/SR 12 Interchange of 1.14.



TO: Planning Committee

DATE: May 6, 2016

FR: Executive Director

RE: Plan Bay Area 2040: Scenario Evaluation

Background

MTC and ABAG have developed and evaluated three alternative land use and transportation scenarios illustrating the effects that different housing, land use and transportation strategies have on our adopted Plan Bay Area (PBA) 2040 goals and performance targets. This evaluation will inform the development of the region's "preferred scenario," which will incorporate some of the best aspects of the three scenarios and form the framework for PBA 2040.

Alternative Scenarios Descriptions

The three scenarios describe different alternatives for how expected growth in population, jobs and housing units might be distributed, and the types of transportation investments needed to support these growth patterns. While the scenarios vary in terms of the intensity of development patterns and transportation investments, they maintain the same regional forecasts for jobs, population, households and transportation revenues. The scenarios are described in more detail in **Attachment 1**.

Land Use Strategies

ABAG forecasts an additional 1.3 million jobs, 2.4 million people and therefore the need for approximately 820,000 housing units between 2010 and 2040. The scenarios vary in terms of the different combinations of strategies that can be used to accommodate this future growth. The strategies can affect land use patterns by changing a community's capacity for new development or incentivizing a particular type or location of growth. Each scenario builds on the Bay Area's existing land use pattern and transportation network, while also taking into account local plans for growth, historical trends, the results of the most recent PDA assessment. **Attachment 1** also includes the specific strategies included under each scenario.

The differing land use strategies work to vary the intensity and location of the future growth of housing and jobs. The tables in **Attachment 2** highlight the growth distribution within three distinct geographic regions:

- Big 3 (the region's three largest cities – San Jose, San Francisco, and Oakland)
- Bayside (generally cities directly adjacent to San Francisco Bay – e.g., Hayward, San Mateo, and Richmond)
- Inland, Coastal, and Delta (generally cities just outside of Bayside – e.g., Walnut Creek, Dublin, Santa Rosa, Antioch, Brentwood, Dixon)

Transportation Strategies

PBA 2040 forecasts \$299 billion of federal, state, regional and local transportation revenues over the 24-year period. Of this amount, approximately \$44 billion (15% of total PBA revenues) is assumed to be discretionary. The three scenarios vary in terms of how this \$44 billion is distributed across maintenance, system enhancement and major capital projects. This distribution is shown in **Attachment 3**.

Each of the scenarios assumes a varying distribution of funding for major projects versus maintenance and to roads versus public transit. In the Main Streets scenario (scenario 1), over half of all discretionary investments are directed towards state of good repair, fully funding state highway pavement needs and moving the region much closer to a state of good repair on local streets. Major projects are more focused on highway improvements – which feature lower operating and maintenance costs than public transit – and thus constitute a smaller share of the distribution. In Connected Neighborhoods (scenario 2) and Big Cities (scenario 3), there are significantly greater needs for transit frequency increases and new core capacity transit lines, resulting a smaller share of funding going towards maintenance (in particular, highway and local streets maintenance).

The three scenarios maintain a consistent level of investment in system enhancements, comprising several discretionary funding sources including One Bay Area Grant, Regional Transportation Improvement Program and other sources for active transportation and goods movement. MTC and the congestion management agencies are working to develop more specific projects and program categories for the preferred scenario.

Attachment 4 describes the types of major projects included under each scenario. These comprise capacity-adding projects above \$100 million analyzed in the PBA 2040 project performance assessment. While major projects only comprise 24 to 38 percent of total transportation investment across the three scenarios, these investments typically have the most pronounced impact on a scenario alternative's performance.

Performance Targets Overview

After six months of public engagement and deliberation, MTC and ABAG adopted goals and performance targets in fall 2015, establishing the foundation of PBA 2040. Each of the 13 performance targets compares baseline conditions with conditions in the future to understand better whether the region is expected to move in the right direction or the wrong direction under each scenario. Oftentimes, the targets are aspirational in nature, making them quite difficult to achieve. For example, a given scenario may implement a suite of policy measures to address a particular issue, but available tools and funding remain too constrained to move the needle in the right direction. Results¹ for the performance targets for all seven goals are included in **Attachment 5**.

Only two targets are mandatory for the region to achieve under Senate Bill 375 – Climate Protection and Adequate Housing. The remaining 11 targets are voluntary, meaning that the adopted PBA does not have to achieve them. That said, the targets provide a useful reference point for policymakers and the public to consider when weighing the pros and cons of each scenario. As these are draft scenarios, there will be future opportunities to refine the strategies incorporated into a preferred scenario – and perhaps move closer to achieving some of the performance targets.

Key Findings from Performance Targets Results

- **While all three scenarios achieve the greenhouse gas target, lower levels of driving in Connected Neighborhoods and Big Cities result in stronger performance.** Compared to the more dispersed land use pattern in Main Streets, these two scenarios have higher non-auto mode shares that yield additional greenhouse gas benefits and build upon the foundation of the Climate Initiative Program (which is included in all three scenarios).

¹ Note that scenario performance target results shown in the attachment remain in draft form. Select target results reflect year 2035 performance, while the final target results available later this year will reflect the adopted horizon year of 2040.

- **The region’s ambitious public health target remains stubbornly out of reach across all scenarios.** Much higher levels of walking and bicycling, combined with significant reductions in traffic collisions, would be needed to improve residents’ health outcomes. Slightly stronger performance in Connected Neighborhoods and Big Cities indicates that a denser land use pattern better supports active transportation, and therefore public health outcomes, in the region.
- **Strict urban growth boundaries are effective in focusing growth within the existing urban footprint.** Connected Neighborhoods and Big Cities nearly achieve the Open Space and Agricultural Preservation target due to their inclusion of strict urban growth boundaries, while No Project and Main Streets fare worse on the target.
- **Significant housing affordability challenges exist in all three scenarios.** Challenges related to affordability and displacement risk increase in all three scenarios, with No Project and Big Cities resulting in the greatest adverse impacts. Despite various housing and land use strategies included across all the scenarios to make the region more affordable, housing costs continue to rise, reflecting an increasingly expensive Bay Area housing market.
- **Goods movement will benefit from regional transportation investments and smart land use decisions.** Main Streets’ investments in regional express lanes helps to reduce congestion on major truck corridors. Alternatively, Connected Neighborhoods and Big Cities succeed in improving goods movement by focusing growth in the urban core and encouraging use of non-auto modes through new transportation options.
- **Increasing funding to “Fix It First” leads to much smoother streets and more reliable transit.** Main Streets’ funding brings state highway pavement to ideal conditions while improving local streets as well, saving residents a significant amount of money each year. Big Cities achieves the greatest reduction in transit system breakdowns, thanks to its higher funding level for transit maintenance compared to the other scenarios.

Other Policies and Strategies

PBA 2040’s scenario process uses only a small set of land use and transportation strategies to show different options for future land use patterns and the transportation investments and policies needed to support these distributions of future housing and employment growth. The combinations of strategies in the scenarios are included to enable a discussion about regional priorities, and do not represent all of the potential public policy interventions that regional, state, or local governments could use to accomplish the Plan’s goals. For instance, the specific structure of many potential state and local tax and regulatory policies falls largely outside the analytic scope of the scenario process, and requires a separate, more robust public policy analysis to determine costs and benefits. Once the preferred scenario is adopted, the final PBA 2040 document will describe a wider range of policies to support the Plan’s goals.

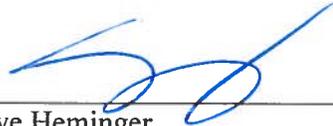
Environmental Assessment

A programmatic Environmental Impact Report (EIR) will be prepared for PBA 2040, with the adoption of the preferred scenario as the basis for the California Environmental Quality Act (CEQA) “project.” This environmental assessment fulfills the requirements of the CEQA and is designed to inform decision-makers, responsible and trustee agencies, and Bay Area residents of the range of potential environmental impacts that could result from implementation of the proposed Plan. This EIR will also analyze a range of reasonable alternatives to the proposed project that could feasibly attain most of PBA 2040’s basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. The three scenarios, as previously discussed, will be the basis for the initial CEQA alternatives.

Agency and public comments on the scope of the environmental analysis and project alternatives will be solicited through the Notice of Preparation to be issued in mid May 2016, for a 30-day review period and at three regional scoping meetings to be held starting in late May and into early June 2016.

Next Steps

This release marks the beginning of a public process to review and comment on the alternative scenarios. MTC and ABAG will hold a series of public workshops in late May and into mid-June to discuss tradeoffs and gauge support among the land use scenarios and supportive transportation programs and projects. Input received will help us develop the region's draft preferred scenario (land use distribution and transportation investment strategy) for adoption by MTC and ABAG in September 2016. The draft preferred scenario will be subject to environmental review and other analyses throughout the remainder of 2016. PBA 2040 is slated for final adoption in summer 2017.



Steve Heminger

Attachments:

- **Attachment 1:** Scenario Descriptions and Strategies
- **Attachment 2:** Household Growth by Scenario; Employment Growth by Scenario; and Growth in PDAs by Scenario Tables
- **Attachment 3:** Summary of Discretionary Investments by Project Type by Scenario
- **Attachment 4:** Major Transportation Investments by Scenario
- **Attachment 5:** Goals and Performance Targets & Draft Targets Evaluation Scorecard
- **Attachment 6:** Presentation

SH:an

J:\COMMITTEE\Planning Committee\2016\05_PLNG_May 2016\4a_PBA2040 Scenario Evaluation_cover memo_v3.docx

Scenario #1: Main Streets

Description

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. This scenario emphasizes a dispersed distribution of households and jobs and limited growth in San Jose, San Francisco, and Oakland. As a result, a number of the region's cities would experience significant growth and different types of development compared to existing patterns. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth. Within cities, more growth will be accommodated outside of PDAs than in other scenarios, with an emphasis on high opportunity areas that have higher levels of educational opportunities, economic mobility, and neighborhood services.

To accommodate this growth, investments, including resources for affordable housing, will be dispersed across PDAs, Transit Priority Areas (TPAs), other transit-proximate locations outside PDAs, and underutilized transportation corridors across the region. This scenario comes closest to resembling a traditional suburban pattern, with an increase in greenfield development to accommodate the dispersed growth pattern. While an emphasis on multi-family and mixed-use development in downtowns will provide opportunities for households of all incomes to live near a mix of jobs, shopping, services, and other amenities, this scenario also assumes that many people will drive significant distances by automobile to get to work.

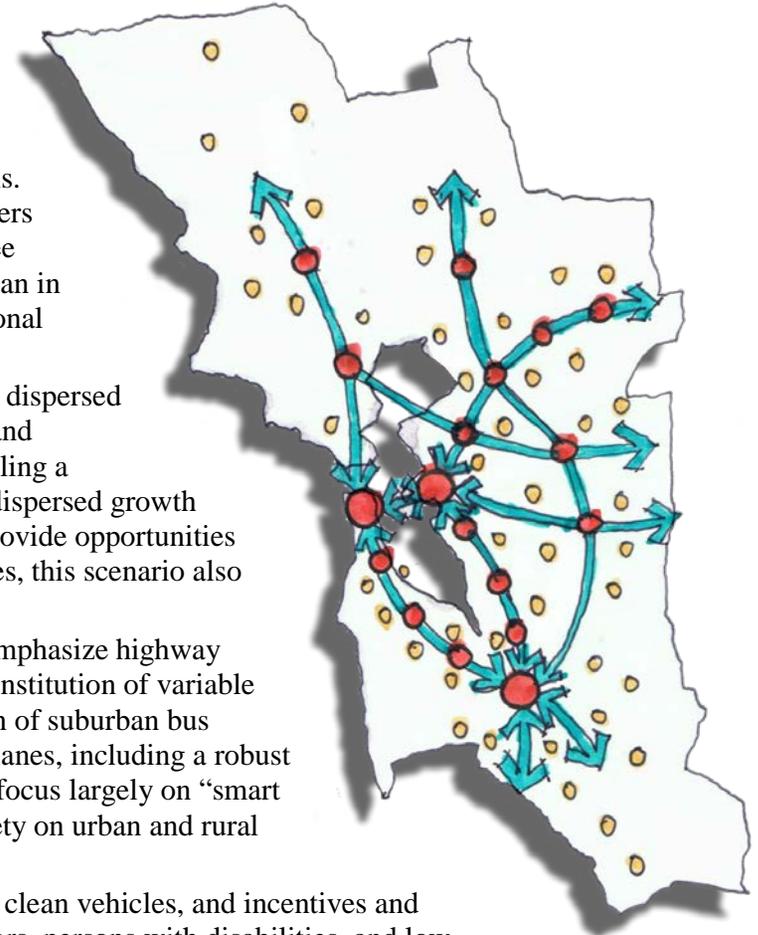
To support this scenario's dispersed growth pattern, transportation investment priorities will emphasize highway strategies, including the expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. The scenario will also emphasize expansion of suburban bus service. Bicycle and pedestrian infrastructure will create a network of regional trails and bike lanes, including a robust regional network of bike sharing. To support industry and goods movement, the scenario will focus largely on "smart operations and deliveries"—technology and operations to reduce congestion and increase safety on urban and rural roads.

To reach our climate goals, this scenario sees heavy investments in technology advancements, clean vehicles, and incentives and pursues near-zero and zero emissions strategies wherever feasible. The mobility needs of seniors, persons with disabilities, and low-income communities will be addressed most centrally by "mobility management" solutions to link individuals to travel options that meet their specific needs, as well as the provision of demand-responsive strategies by the public, non-profit, and private sectors.

Land Use Strategies

In this scenario, land use strategies emphasize a more dispersed growth pattern. Compared to the other scenarios, cities outside the region's core are likely to see higher levels of growth and, within cities, more growth will be accommodated outside PDAs, with an emphasis on high opportunity areas. Specific strategies include:

- Zoning: upzoning of select suburban areas to increase residential and commercial development capacity.



- Open space: allows urban growth boundaries to expand faster than expected (by 565 square miles) compared to past trends to accommodate more dispersed growth.
- Reduce parking minimums: in PDAs along regional rail transit (such as BART, Caltrain, Amtrak, Altamont Corridor Express, and SMART).
- Affordable housing: encourages more affordable housing choices through the following strategies:
 - Inclusionary zoning- assumes a low level of inclusionary units (deed-restricted) with a proportion of 5% in high-opportunity jurisdictions.
 - Assesses fees on commercial development in high VMT areas to subsidize deed-restricted housing.
 - Assumes imposition of other tax policies to subsidize over \$500 million annually of affordable units in PDAs.

Transportation Strategies

Investments to increase the frequency of suburban bus operations, manage travel demand, and expand the capacity of our highway network will be critical to enable this pattern of growth. Since job growth is more dispersed throughout the region, major public transit expansions or extensions such as fixed-guideway extensions and core capacity enhancements will be a lower priority. Strategies include the following (see **Attachment 2** for specific major investments):

- Transit service expansion: Pursue strategic transit investments, especially bus improvements, to provide access to increasingly dispersed job centers.
- Express lanes: Leverage technological advances to use roadway capacity more efficiently, while emphasizing freeway-focused pricing like Express Lanes / Managed Lanes as complementary strategies.
- Highway capacity: Invest in strategic highway capacity increases to accommodate this scenario's growth pattern.
- State of good repair: Emphasize investment into both state of good repair (particularly for highways and local streets across all nine counties).
- Climate Strategies: includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

Scenario #2: Connected Neighborhoods

Description

Scenario 2 targets future population and employment growth to locally-identified PDAs along major corridors, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, especially in high opportunity areas. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.

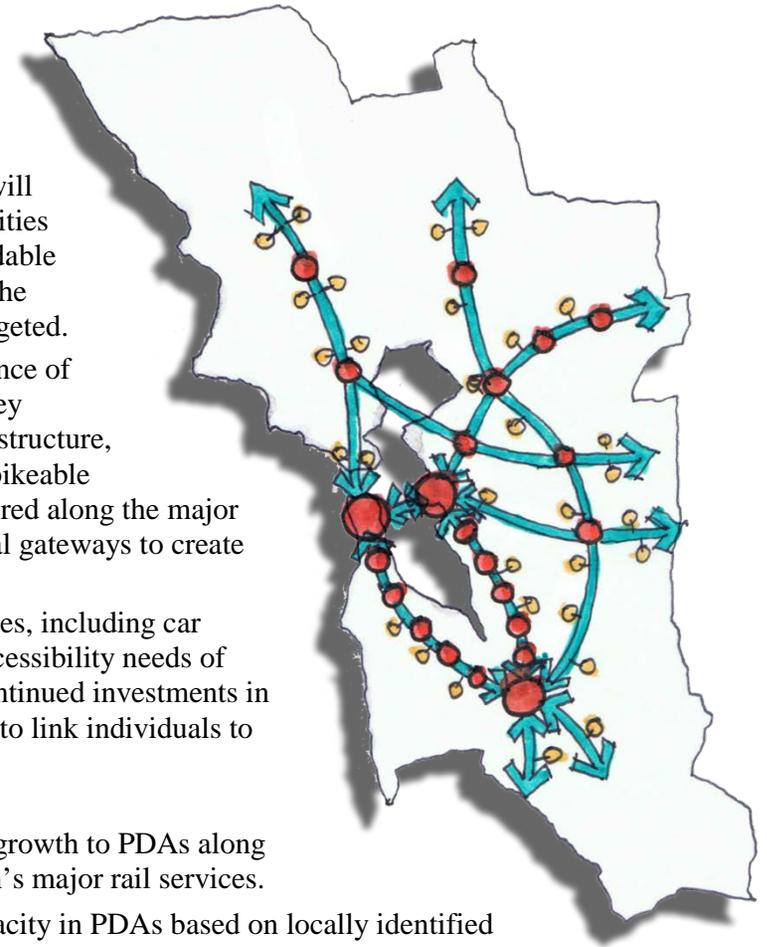
To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. To support industry and goods movement, particularly the industrial lands clustered along the major corridors, this scenario will support environmentally sustainable investments at our key global gateways to create local jobs, protect the community, and attract international commerce.

To protect the climate, this scenario prioritizes a number of innovative transportation initiatives, including car sharing and near-zero and zero emission goods movement technologies. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed through continued investments in transit operations, transit capital, and a continued focus on "mobility management" solutions to link individuals to travel options that meet their specific needs.

Land Use Strategies

In this scenario, land use strategies target capacity increases for population and employment growth to PDAs along major corridors, with an emphasis on growth in medium-sized cities with access to the region's major rail services.

- Zoning: Encourage new housing development by increasing residential development capacity in PDAs based on locally identified PDA place type.
- Development cap: Raises SF office cap to 1.5 million.
- Open space: Protect the region's natural resources by avoiding development on adopted PCAs and accommodating all new growth within existing urban growth boundaries or urban limit lines, using city boundaries as a limit when a jurisdiction has no expansion limit.
- Reduce parking minimums: in PDAs with high levels of transit access along El Camino Real and East Bay corridors.
- Affordable housing: Encourage more affordable housing choices through inclusionary zoning- Assumes a moderate level of inclusionary units (deed-restricted) with a proportion of 10% for jurisdictions with PDAs.



Transportation Investments

Urban growth patterns will require increased investment in our regional rail systems like BART and Caltrain, as well as the expansion of express bus services, including bus rapid transit (BRT) to connect inner-ring suburban communities to major job centers. At the same time, a smaller share of suburban and exurban residents will continue to drive, necessitating sustained investment in freeways and arterials. Strategies include the following (see **Attachment 2** for specific major investments):

- **Transit efficiency:** Prioritize transit efficiency investments to improve frequencies and reduce travel times on core transit lines across the region.
- **Highway efficiency:** Focus on a limited set of high performing highway efficiency investments, including strategic highway capacity improvements to address bottlenecks and provide reliever routes to freeways within the urban core.
- **Transit expansion:** Fund the most cost-effective transit expansion projects that support the region's highest-growth PDAs.
- **State of good repair:** Balance state of good repair needs with expansion and efficiency priorities for all modes; identify opportunities to align state of good repair to support PDA growth by repaving streets and upgrading buses that serve these communities.
- **Climate Strategies:** includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

Scenario #3: Big Cities

Description

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs and TPAs within the Bay Area's three largest cities: San Jose, San Francisco, and Oakland. Neighboring cities that are already well-connected to these three cities by transit will see moderate to substandard increases in population and employment growth, particularly in their locally-identified PDAs and high opportunity areas. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.

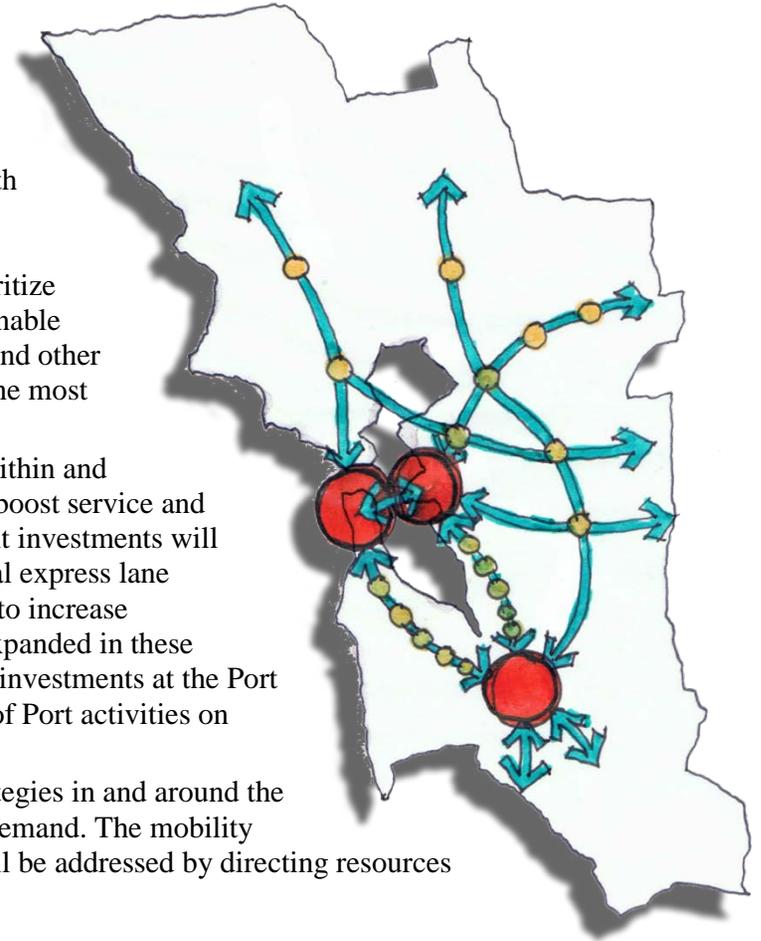
To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit investments will take priority, the roadway network will also require significant investments, such as a regional express lane network to prioritize direct access to the three biggest cities and regional express bus service to increase connections to the region's core. Bicycle and pedestrian infrastructure will be dramatically expanded in these cities, including a robust network of bike sharing. To support industry and goods movement, investments at the Port of Oakland will be ramped up quickly to enable more efficiency and to mitigate the impacts of Port activities on nearby communities.

To reach our climate goals, this scenario will focus technological and financial incentive strategies in and around the three biggest cities, which will accommodate a significant increase in population and travel demand. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed by directing resources for a robust increase in transit operations and capital within the region's core.

Land Use Strategies

In this scenario, it is assumed that most of the region's population and employment growth will be located in San Francisco, San Jose, and Oakland—with the remainder primarily in cities directly proximate to the three biggest cities and areas well served by transit. Capacity for growth in these cities is emphasized in PDAs, TPAs, and other areas that are well served by transit.

- Zoning: Increases development capacity in areas with high transit access (with an emphasis on San Jose, San Francisco, Oakland, and their neighbors) by increasing residential densities in key PDAs, TPAs, and select opportunity sites.
- Development caps: Assumes elimination of caps on office development in San Francisco.



- Open space: Protect the region’s natural resources by avoiding development on adopted PCAs and accommodating all new growth within existing urban growth boundaries or urban limit lines, using city boundaries as a limit when a jurisdiction has no expansion limit.
- Reduce parking minimums: in three big cities and neighboring communities.
- Affordable housing: Encourage more affordable housing choices through the following strategies:
 - Inclusionary zoning: Assumes a moderate level of inclusionary units (deed-restricted) with a proportion of 10% for jurisdictions with PDAs.
 - Assesses fees on residential development in high VMT areas to subsidize deed-restricted housing in low VMT areas.
- Other tax policy: encourages compact development through modifications to property tax assessment in three biggest cities.

Transportation Strategies

In order to make this high-density growth pattern feasible without significantly worsening traffic congestion or overloading existing transit systems, transit capacity improvements and demand management strategies will be prioritized to accommodate travel to, from, and within the core cities. Strategies include the following (see **Attachment 2** for specific major investments):

- Core capacity and connectivity: Pursue expansion of the South Bay transit system to support high-density development across Silicon Valley, while at the same time prioritizing investment in core capacity projects in San Francisco and Oakland to enable high-density development.
- Transit enhancements and expansion: Link regional rail systems into the heart of the Bay Area’s two largest cities – San Francisco and San Jose – while boosting service frequencies to support increasingly-urban commute patterns.
- Congestion pricing: Support urban development in San Francisco by implementing cordon pricing and leveraging motorists’ tolls to pay for robust and time-competitive transit services.
- State of good repair: Align operating and maintenance funds to prioritize investments into high-growth cities and high-ridership systems;
- Climate Strategies: includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

Table 1. Household Growth by Scenario

Geographic Region	2040 Share of Total Households			% share of Household Growth		
	Main Streets	Connected Neighborhoods	Big Cities	Main Streets	Connected Neighborhoods	Big Cities
Big 3	41%	41%	48%	43%	44%	72%
Bayside	26	26	25	21	22	17
Inland, Coastal, Delta	33	33	28	35	35	11

Table 2. Employment Growth by Scenario

Geographic Region	2040 Share of Total Jobs			% share of Job Growth		
	Main Streets	Connected Neighborhoods	Big Cities	Main Streets	Connected Neighborhoods	Big Cities
Big 3	46%	46%	47%	45%	45%	46%
Bayside	26	27	26	25	26	25
Inland, Coastal, Delta	28	27	27	30	29	29

Table 3. Growth in PDAs by Scenario

	Main Streets	Connected Neighborhoods	Big Cities
Household % of growth	54%	69%	55%
Employment % of growth	40	41	43

Summary of Discretionary Investments by Project Type by Scenario



Plan Bay Area 2040 Major Projects by Scenario

The table below describes how major transportation projects are organized across the three scenarios. This list reflects the majority of projects analyzed in the Plan Bay Area 2040 project performance assessment, which is only a portion of total transportation investment in each scenario. In July, the Commission will consider a draft preferred scenario with a recommended list of investments.

	Class	System	ID	Name	Scenario 1	Scenario 2	Scenario 3
1	Highways	Exurban/Interregional Expansion	411	SR-4 Auxiliary Lanes - Phases 1 + 2 (Concord to Pittsburg)	1		
2	Highways	Exurban/Interregional Expansion	404	SR-4 Widening (Antioch to Discovery Bay)	1		
3	Highways	Exurban/Interregional Expansion	401	TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass)	1		
4	Highways	Interchange Expansion	406	I-680/SR-4 Interchange Improvements	1		
5	Highways	Interchange Expansion	409	I-680/SR-4 Interchange Improvements + HOV Direct Connector	1		
6	Highways	Interchange Expansion	601	I-80/I-680/SR-12 Interchange Improvements	1		
7	Highways	Intraregional Expansion (Bottlenecks/Relievers)	519	Lawrence Freeway	1		
8	Highways	Intraregional Expansion (Bottlenecks/Relievers)	211	SR-262 Widening (I-680 to I-880)	1	2	
9	Highways	Intraregional Expansion (Bottlenecks/Relievers)	209	SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680)	1	2	
10	Highways	Intraregional Expansion (Bottlenecks/Relievers)	901	US-101 Marin-Sonoma Narrows HOV Lanes – Phase 2	1	2	
11	Other	Express Lanes	1302	MTC Express Lane Network	1		
12	Other	Express Lanes	502	VTA Express Lane Network	1		
13	Other	Express Lanes	201	ACTC Express Lane Network	1		
14	Other	Express Lanes	101	US-101 Express Lanes (San Francisco + San Mateo Counties)	1		
15	Other	ITS	210	I-580 ITS Improvements	1		
16	Other	ITS	1301	Columbus Day Initiative	1	2	3-mod
17	Other	Other	202	East-West Connector (Fremont to Union City)	1		
18	Other	Other	605	Jepson Parkway (Fairfield to Vacaville)	1		
19	Other	Pricing	306	Downtown San Francisco Congestion Pricing (Toll + Transit Improvements)		2	3
20	Other	Pricing	302	Treasure Island Congestion Pricing (Toll + Transit Improvements)		2	3
21	Local Transit	AC Transit	206	AC Transit Service Frequency Improvements		2	3
22	Local Transit	AC Transit	207	San Pablo BRT (San Pablo to Oakland)		2	3
23	Local Transit	Muni	301	Geary BRT	1	2	3
24	Local Transit	Muni	311	Muni Forward Program	1	2	3
25	Local Transit	Muni	304	Southeast Waterfront Transportation Improvements (Hunters Point Transit Center + New Express Bus Services)			3
26	Local Transit	Muni	303	Better Market Street		2	3
27	Local Transit	Muni	312	19th Avenue Subway (West Portal to Parkmerced)			3
28	Local Transit	Muni	104	Geneva-Harney BRT + Corridor Improvements			3
29	Local Transit	Muni	313	Muni Service Frequency Improvements			3
30	Local Transit	Other Local	903	Sonoma County Service Frequency Improvements	1	2	

31	Local Transit	Other Local	204	Broadway Streetcar			3
32	Local Transit	VTA	505	Capitol Expressway LRT – Phase 2 (Alum Rock to Eastridge)	2		3
33	Local Transit	VTA	522	VTA Service Frequency Improvements (10-Minute Frequencies)	2		3
34	Local Transit	VTA	506	El Camino Real BRT (Palo Alto to San Jose)	2		3
35	Local Transit	VTA	507	Vasona LRT – Phase 2 (Winchester to Vasona Junction)			3
36	Local Transit	VTA	510	Downtown San Jose Subway (Japantown to Convention Center)			3
37	Local Transit	VTA	513	North Bayshore LRT (NASA/Bayshore to Google)			3
38	Local Transit	VTA	504	Stevens Creek LRT			3
39	Local Transit	VTA	515	Tasman West LRT Realignment (Fair Oaks to Mountain View)			3
40	Local Transit	VTA	516	VTA Express Bus Frequency Improvements			3
41	Regional Transit	BART	501	BART to Silicon Valley – Phase 2 (Berryessa to Santa Clara)	2		3
42	Regional Transit	BART	1001	BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train)	2		3
43	Regional Transit	BART	203	Irvington BART Infill Station	2		3
44	Regional Transit	Caltrain	1102	Caltrain Modernization - Phase 1 + Phase 2 (Electrification + Service Frequency Increase + Capacity Expansion)	2		3
45	Regional Transit	Caltrain	1101	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase)	2		3
46	Regional Transit	Caltrain	307	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) + Caltrain to Transbay Transit Center	2		3
47	Regional Transit	Ferry	1206	Alameda Point-San Francisco Ferry			3
48	Regional Transit	Ferry	1202	Oakland-Alameda-San Francisco Ferry Frequency Improvements			3
49	Regional Transit	Ferry	1203	Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements	2		3
50	Regional Transit	Ferry	1204	Berkeley-San Francisco Ferry			3
51	Regional Transit	Regional Express Bus	9999	Suburban Local Bus Service Frequency Improvements (concept)	1	2	
52	Regional Transit	Regional Express Bus	604	Solano County Express Bus Network	1		
53	Regional Transit	Regional Express Bus	308	San Francisco Express Bus Network			3
54	Regional Transit	Regional Express Bus	205	Express Bus Bay Bridge Contraflow Lane			3
55	Regional Transit	Regional Express Bus	801	Golden Gate Transit Frequency Improvements			3



Scenario Evaluation

Planning Committee

Ken Kirkey, Planning Director, MTC
May 13, 2016



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

3 SCENARIOS



Main Streets



**Connected
Neighborhoods**



Big Cities

TRANSPORTATION STRATEGIES

by Mode and Purpose



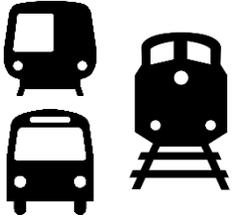
Main Streets



Connected
Neighborhoods



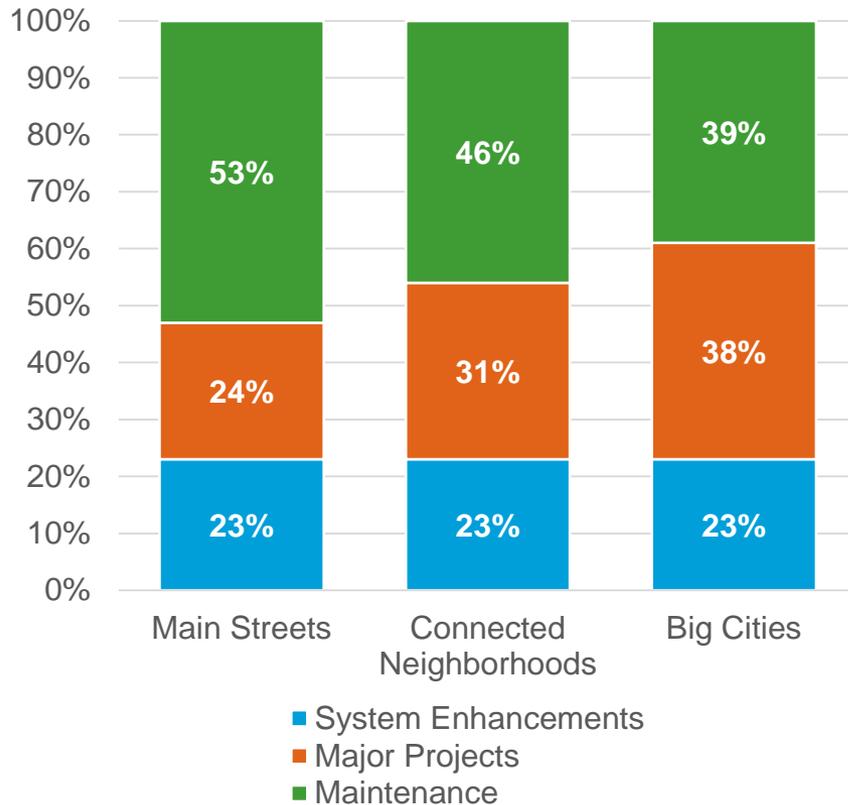
Big Cities

Streets & Highways	State of Good Repair	● ● ●	● ●	●
	Efficiency	● ● ●	● ● ●	● ●
	Expansion / Extension	● ● ●	● ●	●
Public Transit	State of Good Repair	● ● ●	● ●	●
	Efficiency / Operations	● ●	● ● ●	● ● ●
	Expansion / Extension	●	● ●	● ● ●
	Bicycle / Pedestrian	● ●	● ●	● ●
	Climate Strategies	● ● ●	● ● ●	● ● ●

LAND USE STRATEGIES

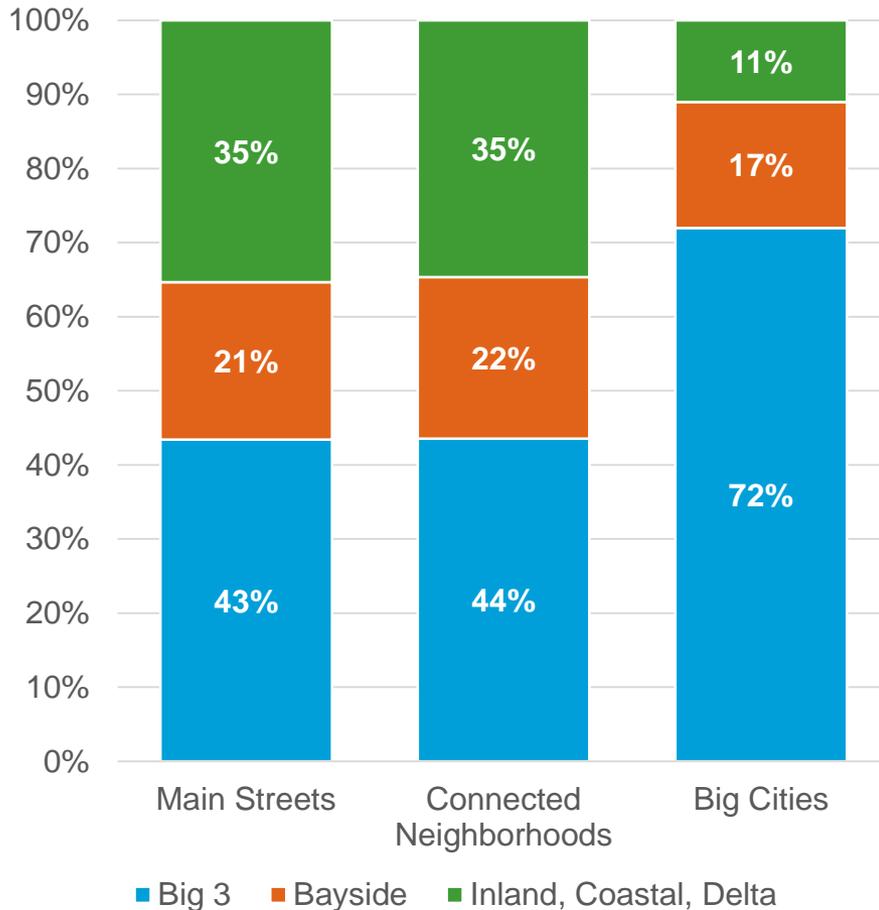
Land Use Strategy	 Main Streets	 Connected Neighborhoods	 Big Cities
Upzoning	Select suburban areas	PDAs	Big 3 & neighbors
Open space/UGB expansion	Modest	None	None
Reduce parking minimums	PDAs along regional rail	PDAs along corridors	Big 3 & neighbors
Inclusionary zoning	High-opportunity areas	Jurisdictions with PDAs	Big 3
Fees/subsidies for deed-restricted units in low-VMT areas	Yes- fee on new commercial in high VMT areas	None	Yes- fee on new residential in high VMT areas
Other tax policies	Assume new taxes/fees providing over \$500M annual for affordable housing	None	Assume revenue-neutral property tax assessment modification in Big 3 cities

Share of Discretionary Investments



- Main Streets- over half the investment on state of good repair. More limited investment on major projects, especially highway capacity and express lanes
- Big Cities- makes largest investment in major capital projects, especially core capacity transit expansion
- Connected Neighborhoods- balanced focus on transit and highway efficiency improvements and state of good repair

Share of Total Household Growth, 2040



- Main Streets- over a third of housing growth in inland, coastal, delta areas. Places most growth in high VMT parts of region, relative to other scenarios
- Big Cities- places most growth in big 3 cities and neighbors
- Connected Neighborhoods- places most growth in PDAs compared to other scenarios.

Symbols used in summary tables shown below:



performance moving in wrong direction from target



performance moving in right direction, but falls well short of target achievement



target achieved

TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Climate Projection	1 Reduce per-capita CO ₂ emissions*	-15%	-3%	-15%	-18%	-20%
 Adequate Housing	2 House the region's population	100%	100%	100%	100%	100%
 Healthy and Safe Communities	3 Reduce adverse health impacts	-10%	-0%	-0%	-1%	-1%
 Open Space and Agricultural Preservation	4 Direct development within urban footprint	100%	71%	77%	100%	100%
 Equitable Access	5 Decrease H+T share for lower-income households	-10%	+15%	+13%	+13%	+13%

TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Equitable Access	6 Increase share of affordable housing	+15%	-0%	-0%	+1%	+0%
 Equitable Access	7 Do not increase share of households at risk of displacement	+0%	+20%	+9%	+8%	+15%
 Economic Vitality	8 Increase share of jobs accessible in congested conditions	+20%	-3%	-1%	-1%	-1%
 Economic Vitality	9 Increase jobs in middle-wage industries	+38%	+43%	+43%	+43%	+43%
 Economic Vitality	10 Reduce per-capita delay on freight network	-20%	+27%	-24%	-21%	-38%

TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3
 Transportation System Effectiveness	11 Increase non-auto mode share +10%	+1%	+2%	+3%	+3%
 Transportation System Effectiveness	12 Reduce vehicle O&M costs due to pavement conditions -100%	+57%	-65%	-7%	+20%
 Transportation System Effectiveness	13 Reduce per-rider transit delay due to aged infrastructure -100%	-56%	-76%	-77%	-83%

- All three scenarios achieve the greenhouse gas target
- The public health target remains out of reach in all scenarios
- Strict urban growth boundaries are effective to focus growth within existing urban footprint
- Significant equity challenges exist in all three scenarios
- Goods movement will benefit from regional investment and smart land use decisions
- Increasing funding to “fix it first” leads to smoother streets and more reliable transit

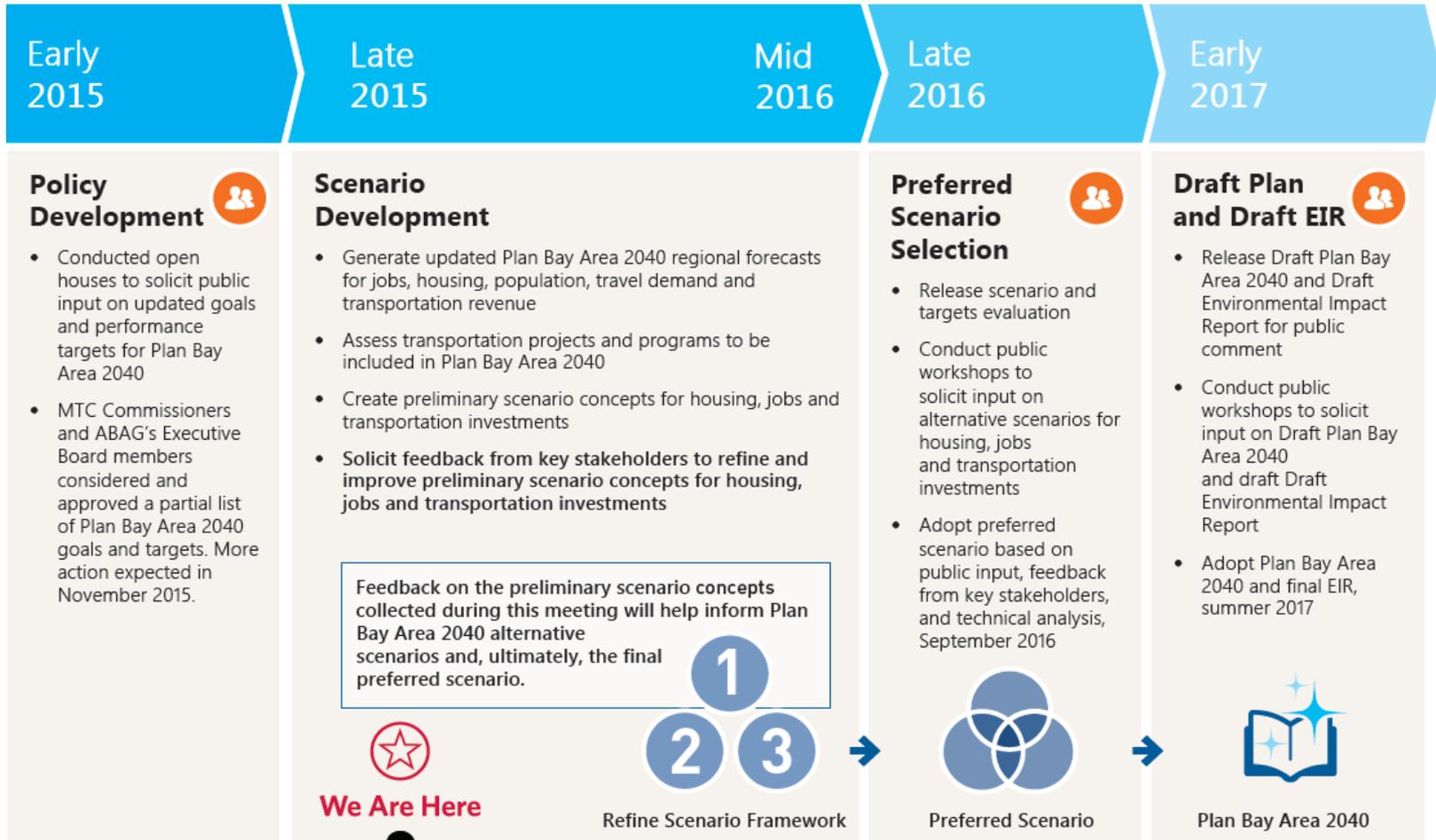
What would it take to achieve more of the targets?

- Health: much more aggressive bike/ped investments to increase physical activity; wide-scale deployment of autonomous vehicles to reduce crashes (off-model/safety benefits)
- Equity: focus growth in communities with minimal lower-income population today (including industrial or commercial lands); significant increase of housing subsidies in PDAs/TPAs/HOAs (rental subsidies; additional deed-restricted unit production); understand and test the impacts of additional anti-displacement policies

What would it take to achieve more of the targets?

- Access to Jobs/Non-Auto Mode Share: transformative transportation investments (freeway widening to achieve congestion relief across the region; high-speed transit expansion across the region); much more aggressive bike/ped investments (off-model)
- State of Good Repair: greater funding for local streets and roads to bring all streets to at least fair conditions; greater funding for transit assets to replace assets besides vehicles and guideways

- Open Houses / Public Workshops
- Develop the Preferred Scenario
- Environmental Assessment (EIR)
 - Issue Notice of Preparation (NOP) in mid May
 - 3 scoping sessions beginning in late May and into early June



Revised January 2016

 Public Workshops and Outreach

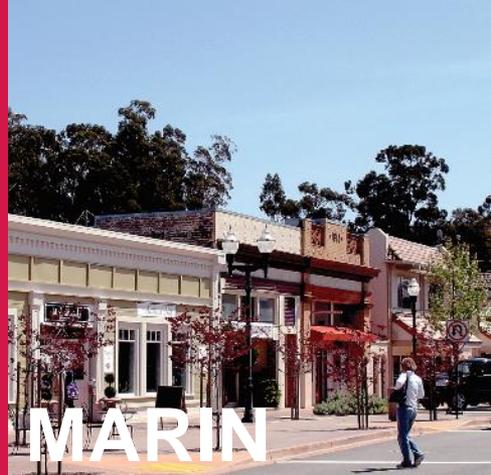




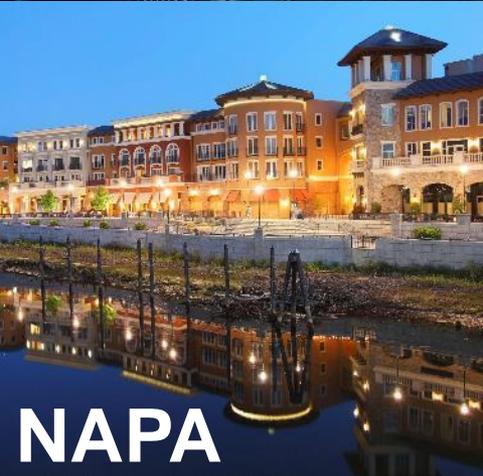
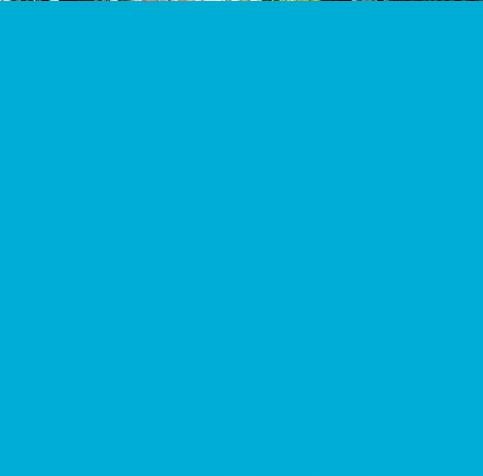
ALAMEDA



CONTRA COSTA



MARIN



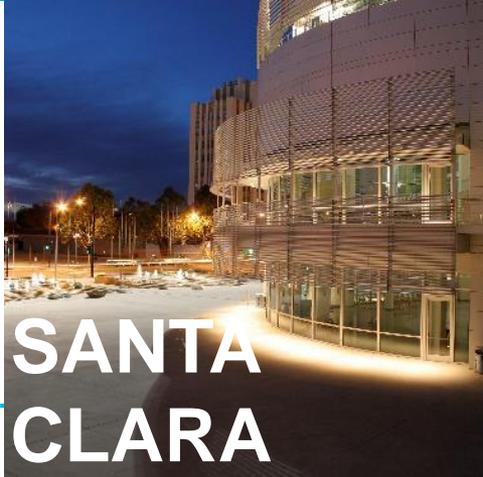
NAPA



SAN FRANCISCO



SAN MATEO



SANTA CLARA



SOLANO



SONOMA



Subscribe to our mailing list to receive updates about Plan Bay Area and other regional initiatives at PlanBayArea.org



Contact MTC and ABAG directly to provide your comments in writing at info@planbayarea.org or join the discussion online on PlanBayArea.org or Facebook and Twitter.



Find an archive of past planning documents, frequently asked questions, regional planning agency calendars, and up-to-date planning information at PlanBayArea.org



Ken Kirkey
Planning Director
kkirkey@mtc.ca.gov
(510) 817-5790
as of May 23rd
(415) 778-6790

Miriam Chion
Planning & Research
Director
miriamc@abag.ca.gov
(510) 464-7919



[Facebook.com/PlanBayArea](https://www.facebook.com/PlanBayArea)



[@PlanBayArea](https://twitter.com/PlanBayArea)

**Thank
You**





DATE: May 16, 2016
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: State Route 37 Project Status Update

Background:

State Route 37 (SR 37) corridor traverses through Solano, Sonoma, and Marin Counties in highly sensitive environmental marshland areas in the northern portion of the San Francisco Bay wetlands. The 21-mile corridor is an important regional connection linking the north, east and west San Francisco Bay sub-regions. By connecting SR 101 to I-80, SR 37 connects job markets, tourism, recreation and housing within Marin, Sonoma, Napa, and Solano Counties. It also links popular tourism destinations such as the Golden Gate National Recreation Area, Sonoma Raceway and Six Flags Marine World. Travelers from San Francisco and Marin counties and the East Bay can use SR 37 to reach destinations in the Napa Valley and Sonoma Valley wine growing regions. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. Also, the highway is a parallel route north of the Richmond-San Rafael Bridge (I-580) and functions as a State Recovery Route.

According to Caltrans District 4, SR 37 Transportation Concept Report, the Average Annual Daily Trips are projected to increase from 45,200 in 2013 to 58,200 by 2040 creating a significant impact to existing congestion and contributing to extended travel times. In addition, Marin, Sonoma, Napa and Solano counties have been actively participating in a joint analysis conducted by Caltrans and UC Davis Road Ecology Center identifying the SR 37 corridor's vulnerability to sea level rise (State Route 37 Integrated Traffic Infrastructure and Sea Level Rise Analysis). Early conclusions have identified portions of SR 37 that will be completely inundated by 2050, as well as increased flooding events along several sections of the corridor. The analysis projects the entire corridor to be inundated as a direct result of sea level rise by 2100. Attachment B provides a more detailed summary of the SR 37 Corridor.

Short term congestion forecasts and long term access closures on SR 37 will have severe impacts to the movement of people, goods and services locally and throughout the Bay Region. It will add considerable strain to already congested alternate travel corridors such as SR 12, SR 121, SR 29 and SR 116 to the north and I-580 to the south.

Recognizing these issues, all four North Bay counties have agreed to partner in planning near term and long term solutions for the corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities "...to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route". As a result, policy representatives from each county agreed to meet regularly as part of the SR 37 Policy Committee to address the SR 37 corridor challenges.

Discussion:

The SR 37 Policy Committee has formally met four times since the MOU Partnership was established. Their primary focus has been understanding the corridor needs and grappling with the lack of financial options for the corridor. At their last meeting in May, the SR 37 Policy Committee had three presentations:

- 1) SR 37 U.C. Davis Sea Level Rise Study
- 2) Bay Area Toll Authority Financing and Toll Administration
- 3) Private Financing

The U.C. Davis Sea Level Rise Study was developed in joint partnership with Caltrans and included many stakeholders, including the STA. The Study was developed over the course of a year and was a follow up to earlier planning activities primarily focused on the environmental aspect of the corridor. The Sea Level Rise Study was completed in January 2016 and provided an estimated range of \$460 million to \$4.3 billion to address the corridor needs. The Study also estimated that much of the corridor would be inundated by 2050 as a result of sea level rise if improvements to corridor are not made. Dr. Fraser Schilling, UC Davis Professor and Project Manager for the Study, is invited to provide a presentation to the STA Board on the results and next steps of the Study.

The two financial presentations were provided to assist in framing nontraditional public financing through the use of tolls either through full privatization or public private partnerships. This included a presentation by the Bay Area Toll Authority (BATA). The SR 37 Policy Committee did receive an unsolicited proposal from United Bridge Partnership to consider relinquishing the corridor for the private company to operate and maintain the SR 37 Corridor. In March 2016, the Policy Committee agreed to release a Request for Proposals (RFP) with a scope of work focused on advising the committee and its support staff on the pros and cons with each of the different financing options. A consultant is expected to be selected by the end of May and will begin analyzing the unsolicited proposal in June.

Next steps are for the CMA staff to work with the finance consultant to deliver their scope of work (Attachment B) and seek opportunities for funding a Project Initiation Document/ Feasibility Study and an environmental document. The SR 37 Policy Committee's next meeting is scheduled for July 7th.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. SR 37 Policy Committee Agenda for May 5, 2016
- B. SR 37 Corridor Financial Opportunities Analysis RFP Scope of Work



STATE ROUTE (SR) 37 POLICY COMMITTEE

9:30 a.m., Thursday, May 5, 2016

**Novato City Hall
901 Sherman Avenue
Novato**

MEETING AGENDA

- 1. Call to Order and Introductions** Chairperson, Mayor Osby Davis,
City of Vallejo
- 2. Opportunity for Public Comment**
- 3. Approve March 3, 2016 Meeting Minutes** Janet Adams, STA
- 4. Presentations:**
 - A. SR 37 U.C Davis Sea Level Rise Study**
Presentation from Caltrans and UC Davis Road Ecology Center on SR 37 Sea Level Rise Study. Fraser Schilling, UC Davis
Joy Villafranca, AECOM
 - B. Perspectives on Financing Options**
 - I. Bay Area Toll Authority Financing and Toll Administration** Andrew Fremier, MTC
 - II. Full Privatization Financing Option** Ed Diffendal, United Bridge Partners
- 5. Information Items:**
 - A. SR 37 Corridor Financial Analysis Status** Janet Adams, STA
James Cameron, SCTA
 - B. SR 37 White Paper** Daryl Halls, STA
- 6. Committee Comments** Committee Members
- 7. Future Topics**
 - A. SR 37 Passenger Rail Option**
(Guest Speaker: David McCrossan, Menzies and McCrossan, LLC)
 - B. SR Corridor Financial Opportunities Case Studies Presentation**
- 8. Next Meeting - Thursday, July 7, 2016, 9:30 a.m., Solano County, Farragut Student Union Ballroom - Touro University California - 1750 Club Drive, Mare Island, Vallejo**

SR 37 Policy Committee Members:

Solano Elected Officials

Chair Person Osby Davis, Mayor City of Vallejo
Jim Spering, MTC Commissioner
Erin Hannigan, Solano County Board of Supervisors

Sonoma Elected Officials

Vice- Chair David Rabbitt, Sonoma County Board of Supervisors
Supervisors Jake Mackenzie, MTC Commissioner
Susan Gorin, Sonoma County Board of Supervisors

Marin Elected Officials

Steve Kinsey, MTC Commissioner
Judy Arnold, Marin County Board of Supervisor
Stephanie Moulton-Peters, Councilmember, City of Mill Valley

Napa Elected Officials

Mark Luce, MTC Commissioner
Keith Caldwell, Napa County Board of Supervisor
Leon Garcia, Mayor City of American Canyon

This page intentionally left blank.

State Route 37 Corridor Financial Opportunities Analysis Scope of Service Tasks

FINAL PRODUCT

The SR 37 Corridor Financial Opportunities Analysis includes a scope of work with six (6) standalone deliverables. These include the following: 1) Background report, 2) four (4) case studies, 3) decision making finance toolbox, 4) a planning level toll revenue forecast report, 5) meeting summaries, and 6) a final report. The final report will summarize all prior deliverables in a concise document as a resource for the SR 37 Policy Committee and the four CMA Partners.

SCOPE OF SERVICE TASKS*

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

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

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

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

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

TASK 3. Decision Making Finance Toolbox: Develop finance toolbox for the purposes of informing decision making with regard to the financing decision recommendations. The toolbox should take into consideration that there are 3 corridor segments with differing

needs/challenges and possible funding options for each. And as such, the toolbox should include how a hybrid funding approach may be utilized effectively.

A workshop style format will be utilized with the SR 37 Policy Committee to kick off the development of the Toolbox. The Toolbox will include public private partnerships (P3), full privatization, and public financing options. The Toolbox will also include a recommendation of delivery documents needed to make decisions.

The Consultant will provide an initial list of financial project delivery options for the purposes of developing a project profile, along with the advantages and disadvantages for each option that could be available for the Project based on market precedents, including associated risks for these options. The Task deliverable is a decision path tree, with information that must be acquired and used as the basis of the decisions that is detailed through all steps of constructing and operating an improved SR 37 facility.

Deliverable: SR 37 Decision Making Finance Toolbox

TASK 4. Toll Revenue Forecast: Develop preliminary toll revenue estimate and revenue forecast for the SR 37 Corridor based on similar toll pricing structures in the Bay Area and existing and forecasted corridor traffic conditions. Two scenarios to be analyzed are 1 of 2 lanes tolled or entire facility tolled. The Solano Napa Activity Based Traffic Model screen line traffic data at Mare Island, SR 121 and Lakeville Hwy will be provided for the following years: 2010, 2015, and 2040.

Deliverable: Toll Revenue Forecast Report

TASK 5. Meeting Attendance: Report on study progress, findings and act in a resource capacity to the SR 37 Policy Committee and attend at least 3 or more meetings (to be negotiated with selected consultant) as the corridor Finance Advisor to the Policy Committee, SR 37 Executive Steering Committee and Project Leadership Team.

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

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

Deliverable: State Route 37 Corridor Financial Opportunities Analysis Final Report.

**It should be noted that this is the core scope of work as envisioned by the SR 37 Project Leadership Team and the SR 37 Executive Steering Committee. The proposer should feel free to modify the scope*

with additional tasks if they believe that it will better serve the project, keeping the total budget in mind while doing so.

This page intentionally left blank.



DATE: May 13, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Status of STA Programming and Project Delivery Activities

Background/Discussion:

STA Projects Department is involved in a number of regional, countywide and local project delivery and programming activities. While a more expansive description is available in Attachment A, the main functions of the STA Projects Department are:

- **Coordinate, Cooperate, and Collaborate** with Solano Member Agencies on Federal, State, Regionally, or Local funded transportation projects
 - Coordinates and Attends federal, state, regional, and local meetings
 - Problem solving for project delivery issues
 - Coordinates grant funding opportunities, encouraging multiple agency inclusion
- **Handles Finances & Purchasing** for the entire STA, including SCNI and SR2S
- **Manages programs** on a countywide-level to office-level support
 - Regional Transportation Impact Fee (RTIF), Strategic Project Online Tracker (SPOT), Disadvantaged Business Enterprise (DBE), Local Preference Policy (LPP), IT Support, and Vehicle Abatement.
- **Sponsors and delivers regionally significant projects** such as Jameson Canyon, I-80/I-680/SR 12 Interchange, Truck Scales, and I-80 Express Lanes
- Assists member agencies in **identifying funding opportunities** and applying for grants
- Acts as **intermediary** between FHWA, Caltrans, MTC, Air Resource Boards, and local agencies
- Completes **Right-of-Way (ROW) acquisition** and project management
- Assist member agencies in delivering local and regional projects.

Summary

The STA Projects Department is an integral part of the success of the STA and Solano County as a whole. STA Projects Department works with various levels of government to identify, fund, and deliver projects that have an impact on the everyday Solano citizen. From collaborating with member agencies to deliver regionally significant projects, to managing finances, to providing IT services; STA Project Department gets stuff done.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Projects Department Roles and Responsibilities

STA Projects Department Roles and Responsibilities

Coordinate, Cooperate, and Collaborate

STA staff works with all 8 member agencies to help deliver federal, state, regionally, or locally funded projects. We accomplish this important mission by focusing on the following tasks:

- Coordinates and attends federal, state, regional, and local meetings – In the interest of new funding opportunities, setting project funding deadlines, keeping up on policy changes, and relationship building, STA staff attends several meetings including:
 - Federal Lobbying Trip to Washington DC
 - State Lobbying Trip to Sacramento
 - California Transportation Commission (CTC)
 - California State Transportation Agency (CalSTA)
 - Caltrans' Training on Transportation System Management & Operations (TSMO)
 - MTC's Partnership Technical Advisory Committee (P-TAC)
 - MTC's Local Streets and Roads Working Group
 - MTC's Project Delivery Working Group
 - Solano Technical Advisory Committee (TAC)
 - Solano Highways Improvement Partnership (SoHIP)
 - Solano Project Delivery Working Group (PDWG)
 - Solano Regional GIS Working Group (ReGIS)

- STA staff collaborates to bring projects from idea to implementation – Collaborates with member agencies, other CMA's, and MTC in project development teams (PDT) to develop project needs, scopes of work, funding options, and project schedules. Two recent examples of this are the Highway 37 project development team and the SR12 project development team.

- Problem solving for project delivery issues – STA projects staff is always available to assist member agencies in resolving project delivery issues. This is often accomplished by offering alternative funding solutions, changing scope, moving project delivery schedules, or working with other partner agencies to find solutions.

- Cooperates with member agencies to deliver regionally significant projects which cross into multiple jurisdictions – STA projects staff sets up meetings and conference calls to bring member agencies together to implement projects that cross from one city boundary to another. This task is imperative, as local agencies priorities and goals for a particular project are not always the same. Recent examples of this activity are the Jepson Parkway and the Fairfield/Vacaville Train Station.

- Provides assistance in federal-aid project delivery procedures – While member agencies can contact the Caltrans local assistance engineer if they have an issue, often times, a question or simple problem can be resolved by calling STA staff. STA staff having knowledge of federal-aid project delivery procedures can assist in providing prompt answers or the commitment work with MTC or Caltrans to resolve the issue.

Handles Finances & Purchasing

The STA Finance Department resides within the STA Projects Department. The finance department is responsible for the budgeting of all staffing, overhead costs, programs, projects, and grants currently being undertaken by the STA and long-term budgeting of up to five years out. The STA Finance Department has a running 10 year track record of receiving clean audits, meaning there were no negative findings.

Purchasing and payroll are also included within the STA Projects Department. Purchasing is responsible for overseeing all furniture, IT related, event related, and staff related purchasing. Payroll services, including staff reimbursement for personal expenses, takes place within the finance department, alongside purchasing. Overall, the STA Finance Department, included within the STA Projects Department, is responsible for all the money that flows into and out of the STA.

Manages Programs

STA Project Department is responsible for managing multiple programs, ranging from countywide level to STA office level. The following programs are managed by the STA Projects Department:

- Regional Transportation Impact Fee (RTIF) – Solano County transportation funding program with funds being provided by new development and required to be spent on expansion projects that provide a nexus to the area of new development.
- Solano Abandoned Vehicle Abatement (AVA) - This program disburses funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated. Total vehicles abated for FY 2014-15 in the County of Solano was 4,099. Total amount reimbursed was \$377,823.
- Strategic Project Online Tracker (SPOT) – Interactive online mapping system that allows the public to search for information about active and recently complete (last 5 years) STA related transportation projects within Solano County.
- Disadvantaged Business Enterprise (DBE) – Caltrans mandated program which requires projects and programs over a certain dollar amount to utilize “disadvantaged businesses” as sub-consultants for a defined percentage of the project amount. This percentage must be calculated on a project-by-project basis
- Local Preference Policy (LPP) – An STA Board policy, adopted in 2012, projects funded with local funds are required to have a percentage of the total project cost going to Solano County local businesses. This percentage must be calculated on a project-by-project basis.

Sponsors and Delivers Regionally Significant and Local Projects

The STA Projects Department is proficient and adept at sponsoring and delivering regionally significant projects. Projects that are large in scope or cost, or that affect multiple member agencies cannot be undertaken by a single local agency; that is where the STA steps-in. Over the past five years the STA Projects Department has delivered, or is in the process of delivering, the following list of projects totaling over a half billion dollars.

- EB Truck Scales (\$100M)
- Jameson Canyon (\$140M)
- I-80 Express Lanes (\$120M)
- Package 1 of I-80/I-680/SR12 Interchange (\$110M)
- West B Undercrossing (\$7M)

- Redwood Parkway/Fairgrounds Dr (\$96M)
- SR12/Church Rd Intersection Improvements (\$4.8M)
- Benicia Industrial Park Bus Hub (\$1.25M)

Furthermore, the STA Projects Department meets and collaborates with member agencies who are sponsoring and delivering a regionally significant project, but need input, expertise or assistance that the STA can provide. This includes regular project update meetings and special coordination meetings between jurisdictions and stake-holders.

Identifying Funding Opportunities

The STA Projects Department successfully works with member agencies to identify projects for State funding programs such as the Active Transportation Program (ATP), Cap & Trade, State Highway Operation and Protection Program (SHOPP), and the State Transportation Improvement Program (STIP). This includes the most recent ATP Cycle 2, where STA staff, with the assistance of the Projects Department, collaborated with 3 member agencies to apply for a Safe Routes to School Grant, which was awarded to STA in the amount of \$3M.

Federal programs administered by MTC, such as the OneBayArea Grant (OBAG), are also overseen by the STA Projects Department. Once projects are scored and prioritized by the STA Planning Department, funding plans and project schedules are developed with cooperation of member agencies and programmed for future years.

Intermediary

Solano member agencies often have federal or state funds programmed for local transportation projects. When there are issues with any stage of project delivery, STA Projects Department can act as an intermediary between federal/state agencies and local jurisdictions. STA staff will work with member agencies to identify issues, propose solutions, and contact the appropriate person at the appropriate federal/state agency to resolve the issue. This service provided by STA Projects Department is possibly the most helpful to some of member agencies.

Right-of-Way (ROW) Acquisition

Regionally significant projects often have a need for Right-of-Way acquisition which may cross multiple local agency boundaries. As a joint powers authority of all Solano Cities and the unincorporated County, STA can serve the role of ROW agent, which it has done often in the past five years. This task is often referred to as “thankless” but is a necessary phase of any successful project. STA Projects Department has been involved in ROW acquisition for the following projects over the past five years:

- I-80/I-680/SR12 Interchange
- Jepson Parkway
- West B St Undercrossing
- EB Truck Scale



DATE: May 10, 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:

The STA approved a position of support in 2015 for Senate Bill X1 1 (Beall) Transportation Funding Bill Amended to Address Transit and Truck Weight Fees. Attachment A provides a detailed update of this bill. Of particular note is a side-by-side comparison prepared by Shaw/Yoder/Antwih of the Governor's January transportation proposal, AB 1591 (Frazier), and the latest version of SBX1 1 (Beall).

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. Attachment B provides an update of federal budget and appropriations for 2017, discretionary grant programs, and the highway performance measures proposed rule.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

This page intentionally left blank.



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

April 28, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

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

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

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a

method of procurement available to regional transportation agencies until January 1, 2030. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).***

ABX1 24 (Levine and Ting) Bay Area Transportation Commission

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

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; increase Cap and Trade funding for transit; increase the sales tax on diesel by 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6-\$6.5 billion per year. ***The STA Board SUPPORTED the previous version of this bill (Board Action: 7/8/15). We recommend the Board continue to SUPPORT this bill.***

Regular Session Bills of Interest

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

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

AB 516 (Mullin) Temporary License Plates

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

AB 779 (Garcia) Congestion Management Programs

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

AB 1591 (Frazier) Transportation Funding

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

AB 2170 (Frazier) Trade Corridors Improvement Fund

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America’s Surface Transportation Act (FAST Act) to be allocated to the Trade Corridors Improvement Fund for trade corridor improvement projects approved pursuant to the Trade Corridors Improvement Program, established under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006 (Proposition 1B). *The STA Board SUPPORTS this bill (Board Action: 4/13/16).*

AB 2742 (Nazarian) Public Private Partnerships

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

SB 824 (Beall) Low Carbon Transit Operations Program

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

SB 1128 (Glazer) Bay Area Commute Benefit Policy

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. *The STA Board SUPPORTS this bill (Board Action: 4/13/16).*

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

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

M E M O R A N D U M

April 27, 2016

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

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

Fiscal Year 2017 Budget and Appropriations

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

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

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

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

Solano Transportation Authority
April 27, 2016
Page 2

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

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

Discretionary Grant Programs

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

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

Highway Performance Measures Proposed Rule

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



DATE: May 16, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Complete Streets Process in Solano County

Background:

Complete Streets is a concept that a roadway should be designed, constructed, and maintained in a manner that makes it usable by all those who were likely to use it. Previous road designs focused almost entirely on passenger automobiles. However, other users of roadways and adjacent to sidewalks include commercial and delivery vehicles, transit vehicles, bicyclists and pedestrians. Complete streets also requires accommodation of children, seniors, and those with mobility impairments.

An important concept in complete streets is that of “context sensitive” design. This means that a roadway is designed for those who are likely to use it, but that not all roadways must be identical or designed for all users. For example, a roadway in a rural setting would not need to be designed for transit or possibly even pedestrian use. The same applies for an interstate freeway with high speed and limited access. In contrast, a roadway in an urban mixed-use downtown neighborhood would be designed to accommodate low speed car traffic, including local delivery trucks, while prioritizing bicycles, pedestrians, and transit.

Complete Streets requirements as applicable to Solano County are found in two areas:

- State law - jurisdictions that update their general plans after 2008, are required to include in those new general plans complete streets policies. A 2010 update to the state General Plan guidelines further clarified the requirements jurisdictions must meet to incorporate a complete streets. The state complete streets criteria are included as Attachment A.
- Metropolitan Transportation Commission (MTC) guidelines - jurisdictions have either a compliant general plan for a council resolution implementing complete streets in order to be eligible to receive one bay area grant (OBAG) cycle 2 funds. The MTC complete streets criteria are included as Attachment B.

Complete Streets are not just a requirement for new construction. Substantial renovation of existing roadways requires a review for complete streets compliance. A jurisdiction may determine that it is impractical to retrofit an existing roadway to fully accommodate all users, but such a determination must be made at the top level of the jurisdiction (such as by a public works director or a city manager) and cannot do so on a regular and comprehensive basis.

Discussion:

Incorporating Complete Streets elements in the design of a new street is a relatively straightforward exercise. Complete streets may increase total project costs due to additional paving and right-of-way acquisition may be needed, but this is most easily accomplished when a new street is been designed and constructed.

Retrofitting existing streets to accommodate complete streets design elements is often much more challenging. Acquisition of new right-of-way may be prohibitively expensive, and/or may require the acquisition of developed private property, resulting in and the displacement of existing residents or businesses. Incorporating complete streets elements within an existing right-of-way may instead require narrower travel lanes, elimination of travel lanes, or elimination of on-street parking.

The MTC Complete Streets policy does not allow retrofit of existing streets to ignore the complete streets requirement. The MTC policy states:

- The policy will apply to all roadway projects, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

In order to ensure local jurisdictions accommodate Complete Streets, the MTC policy has two procedural requirements. They are:

- All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities include transportation projects, road rehabilitation, new development, and utility work, among others.
- Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)

Finally, the MTC policy deals with those situations where accommodating complete streets may be difficult. The MTC policy states:

- Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Plans or projects that are granted an exception must be made publicly available for review

Since all roadway projects have need to comply with a Complete Streets approach, STA staff anticipates many requests from Solano County agencies for items to be included on the BAC and PAC agendas. STA staff is currently developing a process which will be most efficient in handling these reviews by these two citizen committees.

Fiscal Impact:

The fiscal impact of accommodating Complete Streets varies by project. However, Complete Streets design elements may add to the cost of constructing or retrofitting streets.

Recommendation:

Informational.

Attachments:

- A. Complete Streets Act of 2008 and General Plan Guidelines
- B. Letter from MTC to Partnership Jurisdictions regarding OBAG Funding

[Complete Streets Act of 2008](#) Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008)

This bill requires, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

[Update to the General Plan Guidelines: Complete Streets and the Circulation Element](#)

This December 2010 update to the 2003 General Plan Guidelines provides guidance on how cities and counties can modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

This page intentionally left blank.



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

TO: Partnership Jurisdictions Expecting to Receive OBAG Funding
DATE: November 18, 2015

FR: Kevin Mulder

RE: One Bay Area Grant Program (OBAG 2) Complete Streets Required Elements

As a condition to access One Bay Area Grant Program (OBAG 2) funds, local jurisdictions must comply with the California Complete Streets Act of 2008 (Assembly Bill 1358, Chapter 657, Statutes of 2008). Jurisdictions have two options for demonstrating compliance, which must be met by the time the County Congestion Management Agencies (CMAs) submit their OBAG 2 project recommendations to MTC:

- 1) Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements (Attachment A).
- 2) Adopt a significant revision to the circulation element of a General Plan after January 1, 2010 that complies with the California Complete Streets Act of 2008.

Complete Streets Resolution

Agencies may meet this requirement by adopting a resolution that incorporates, at minimum, the elements listed in Attachment A. The general language in the attachment gives agencies flexibility to develop their own policy; jurisdictions are encouraged to develop the best policy that fits within the context of their local area, in consultation with affected departments and stakeholders, and to go beyond the required elements to accommodate all users of the roadway network.

To assist agencies in developing a resolution, a resolution template is included as Attachment B. Jurisdictions are encouraged to adapt the elements and language of the sample resolution to meet their own circumstances and plans. Attachment C is the City of Alameda's Complete Streets Policy, which is included as an example of the adopted policy language (July 2011).

General Plan Circulation Element

Jurisdictions may also meet the requirement with an adopted General Plan that complies with the California Complete Streets Act of 2008. The Governor's Office of Planning and Research (OPR) has issued guidance for this in the *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*.¹ For compliance, a substantial revision of the circulation element, passed after January 1, 2011, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

Compliance

To be eligible to receive OBAG 2 funding, adopted resolutions or adopted revisions to General Plan circulation elements must be completed and submitted to CMAs by the time the CMAs submit their project recommendations to MTC.

J:\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\Complete Streets\CS Resolution Guidance\OBAG 2 CS Reso Guidance_Final.docx

¹ http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

Attachment A
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised September 16, 2015)

Complete Streets Principles

1. **Serve all Users** – All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities include transportation projects, road rehabilitation, new development, and utility work, among others.
4. **All Projects/Phases** – The policy will apply to all roadway projects, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

Implementation

5. **Plan Consultation** – Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian, transportation, and other plans that affect the right-of-way.
6. **Street Network/Connectivity** – The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-way to enhance connectivity for cyclists, pedestrians and transit users. The network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations, and regional non-motorized networks from publicly owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** – Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – Cities and counties will establish a means to collect data for the purpose of evaluating each jurisdiction's implementation of complete streets policies. Examples include tracking the mileage of bike lanes and sidewalks, the number of street crossings, or the amount of specific signage.

Exceptions

9. **Process** – Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Plans or projects that are granted an exception must be made publicly available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) webpage: *Accommodating Bicycle and Pedestrian Travel*.²

² http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Attachment B
Sample MTC Complete Streets Resolution
for Bay Area Cities and Counties

Resolution No. _____

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201_.

COMPLETE STREETS POLICY OF [JURISDICTION]

A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.]*.
- 2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets [*, as well as other features such as insert other accommodations if desired*] [*, and those features identified in insert name of Pedestrian/Bicycle Master Plan if it exists*].
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
- 4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. **Leadership Approval for Exceptions.** Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) website, *Accommodating Bicycle and Pedestrian Travel*, online at:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Attachment C
Complete Streets Policy of City of Alameda (2013)
(next page)

SAMPLE

CITY OF ALAMEDA RESOLUTION NO. 14763

Approved as to Form

Janet C. Kern, City Attorney

APPROVE A COMPLETE STREETS POLICY, IN ACCORDANCE WITH REQUIREMENTS FROM THE METROPOLITAN TRANSPORTATION COMMISSION AND THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the City of Alameda recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability; and

WHEREAS, the City of Alameda acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling and public transportation; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all street users, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California, and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008; and

WHEREAS, the City of Alameda's Local Action Plan for Climate Protection, adopted in 2008, recommends revising street design standards and re-engineering existing streets if economically feasible to promote pedestrian and bicycle use, and to encourage alternative transportation modes; and

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy to receive Measure B pass-through and Vehicle Registration Fund funding; and

WHEREAS, the City of Alameda, therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets, and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices; and

WHEREAS, the City of Alameda's 2009 Transportation Element update of the General Plan is based on the same multimodal principles and elements required in the Complete Streets Act of 2008, contains a Multimodal Goal to encourage the use of transportation modes to be mutually supportive and to function together as one transportation system as well as numerous policies and objectives that prioritize alternative transportation modes over single occupancy vehicles, and specifically identifies Transit Priority and Bicycle Priority streets within the city; and

WHEREAS the City of Alameda has actively pursued enhancements to new infrastructure to encourage alternative transportation modes, and is one of the first cities in the county of Alameda to install and operate a bus priority signal, which is at Willie Stargell Avenue and Webster Street.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Alameda adopts the Complete Streets Policy, in accordance with requirements from the Metropolitan Transportation Commission and the Alameda County Transportation Commission, attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted; and

BE IT FURTHER RESOLVED that the City of Alameda will review its existing General Plan to determine if it currently meets the Complete Streets policies and

principles of the California Complete Streets Act of 2008 (AB1358) and the Complete Streets Policy adopted by this resolution and if not, the City of Alameda will incorporate the necessary changes with the next substantial revision of the City of Alameda General Plan Transportation Element.

* * * * *

Exhibit A: Complete Streets Policy of City of Alameda

This Complete Streets Policy was adopted by Resolution No. _____ by the City Council of the City of Alameda on _____, 2013.

Recognizing the many benefits to the community of Complete Streets, the City of Alameda will, to the maximum extent feasible and practicable, plan, fund, design, construct, operate and maintain its transportation system and facilities so that they are safe and convenient for all users and modes, as appropriate to the function and context of each facility, and in ways that reflect local conditions and community values.

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Alameda, through its 2009 Transportation Element update of the General Plan, has committed to creating and maintaining Complete Streets that provide safe, comfortable and convenient travel along and across streets (including streets, highways, bridges and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth and families. More specifically, the Transportation Element update encourages the use of transportation modes to be mutually supportive and to function together as one transportation system.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of the City of Alameda will maintain sensitivity to local conditions in both residential and business districts as well as urban and suburban areas, and will work with residents, merchants and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users as identified in adopted plans.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments of the City of Alameda will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other agencies and jurisdictions to maximize opportunities for Complete Streets, connectivity and cooperation.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users,

consistent with the City's Transportation Element update, will be incorporated into all planning, funding, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration or repair of streets (including streets, highways, bridges and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. The City of Alameda will follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs. For example, the City of Alameda will use its Pedestrian Design Guidelines (2011), the City's Transportation Element update, and, when adopted, the Bicycle Facility Design Standards (expected to be approved in early 2013).

2. Network/Connectivity. Consistent with the City's Transportation Element update, the City of Alameda will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

3. Implementation Next Steps. The City of Alameda will take the following specific next steps to implement this Complete Streets Policy:

- A. Plan Consultation and Consistency: Maintenance, planning and design of projects affecting the transportation system will be consistent with the City's Transportation Element update, local bicycle, pedestrian, transit, multimodal and other relevant plans.
- B. Stakeholder Consultation: Allow for stakeholder involvement, as early in the development process as possible, on projects and plans as necessary to support implementation of this Complete Streets policy by the City of Alameda. At this time, the key stakeholders for bicycle-related issues is BikeAlameda, for pedestrian-related issues is Pedestrian Friendly Alameda and for transit-related issues is AC Transit. In addition, the Planning Board will be consulted on land development projects; the Transportation Commission will be consulted on capital improvement projects.

4. Performance Measures. All relevant departments will perform evaluations of how well the transportation network of the City of Alameda is serving each category of users by collecting baseline data and collecting follow-up data on a regular basis such as transit ridership and turning movement counts at select intersections. In 2006, the City collected turning movements at select intersections for motor vehicles, bicyclists and pedestrians. AC Transit staff provides Public Works staff with ridership data on a

regular basis. The City will use the Transportation Element policy 4.3.1.g as the established performance measure.

4.3.1.g Establish targets for increasing mode share of non-SOV transportation modes.

1. Increase daily non-SOV mode share (transit, walking, bicycling) by 10 percentage points by 2015 as compared to 2000.

2. Increase the share of children who walk or bicycle to school by 10 percentage points by 2015 as compared to 2000.

Public Works staff will collect follow-up intersection turning movement data on a regular basis to determine how well the City's transportation network is serving different categories of users.

C. Exceptions

1. Exception Approvals. Exceptions to this Complete Streets policy may be allowed on a case-by-case basis. In general, the Planning Board will have the authority to approve an exception in the case of a land development project, while the Transportation Commission will have this authority in the case of a capital improvement project. Prior to granting the exception, the Community Development Director, in the case of the Planning Board, and the Public Works Director, in the case of the Transportation Commission, will provide as part of the staff report written findings for the exception explaining the need for the exception and why accommodations for all users and modes could not be included in the development plan or project.

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 14th day of January, 2013, by the following vote to wit:

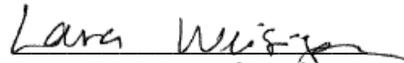
AYES: Councilmembers Chen, Daysog, Ezzy Ashcraft, Tam and Mayor Gilmore – 5.

NOES: None.

ABSENT: None.

ABSTENTIONS: None.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 15th day of January 2013.


Lara Weisiger, City Clerk
City of Alameda

This page intentionally left blank.



DATE: May 9, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Transit and Rideshare Element
Performance Measures and Milestones

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 provided by FAST and SolTrans
- Intercity rail provided by the Capitol Corridor
- Ferry service from San Francisco Bay Ferry Service (formerly WETA)
- Vanpools and carpools
- 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. The 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 draft transit and rideshare element policies are the subject of a separate staff report. 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 sentences. Following the policy, a discussion of the purpose and meaning of the policy is provided. This discussion may run for several paragraphs. Then the performance measurements and milestones are presented. Finally, a list of the goals that are advanced by the policy is provided.

In addition to action-based policies, there are proposed performance measures and milestones. These measures are indicated by **highlighted** text. Performance measures can be thought of as a unit of measure; for example, in the question “how many bike storage lockers are being added?”, new bike storage lockers are the performance standard. A milestone is a benchmark showing how much progress has been made; for example, if a policy states “add 200 park and ride lot spaces,” a milestone would be constructing a new park and ride lot with 100 new spaces.

Finally, STA staff has attempted to identify those policies in the Transit and Rideshare element that also help implement the goals of the other elements. Those policies are identified by a black box with white text to help them stand out.

This item will be presented to the STA’s Transit and Rideshare Committee at its meeting of May 12, 2016. It will come back to both the Committee and Consortium for action at their next meetings.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft Transit and Rideshare Element Policies, Performance Standards and Milestones
Chapter

T&R Policy 1 – STA will continue to focus its investments in maintaining 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.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

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 WETA 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. 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.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

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.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

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, WETA 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.

Policy Performance Measures and Milestones – There is no performance measure for this step. The milestones for this step are the regular meetings of the identified Committees.

Are the Committees meeting on a regular basis? If so, the milestones are being met and the policy implemented.

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 WETA meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and WETA 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.

Policy Performance Measures and Milestones – Both the performance measure and milestone for this step is the attendance of STA staff at the regulars meetings of these agencies.

Is STA staff regularly attending these meetings? If so, the milestones are being met and the policy implemented.

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 SolanoExpress routes.

Policy Performance Measures and Milestones – The performance measure for this step is the implementation of the multi-agency funding agreement to fund the SolanoExpress system. The milestone is the annual distribution of TDA funds for SolanoExpress services according to the agreement.

Is the Intercity Funding Agreement being updated to ensure timely funding of SolanoExpress services? If so, the milestone are being met and the policy implemented.

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 REDI-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.

Policy Performance Measures and Milestones – The performance measure and milestone for this item is the adoption of a new or updated SRTP.

Are SRTPs adopted and updated on a schedule consistent with MTC and federal requirements? If so, the milestones are being met and the policy implemented.

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 fare collection, and will seek early implementation of electronic fare 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.

Policy Performance Measures and Milestones - STA staff monitors MTC electronic fare collection methods as well as partners with MTC and transit operators as needed. Milestones would be met by staying coordinated among these parties and an annual status report to Consortium about regional electronic fare collection developments.

Is STA staff monitoring the development and implementation of electronic fare collection methods? Are electronic fare collection methods being implemented in Solano transit fleet vehicles? If so, the milestones are being met and the policy implemented.

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.

Policy Performance Measures and Milestones – On an annual basis, reach out to Solano transit operators to share past transit consolidation progress and determine if there is interest in further consolidation or improvements in coordination and efficiency. The outreach should be to City Manager or Department head level personnel. If interest is expressed, STA is to provide assistance. Milestone will be met by sharing the results of this outreach to the STA Board and the Transit Committee at least every three years.

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.

Finally, 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 the Policy supportive of multiple Solano CTP elements.

Policy Performance Measurements and Milestones – Preparation of initial and updated STA Countywide Bicycle and Pedestrian Plans, and PDA Plans are the measurements for this policy. The milestones for this policy are completed Plans.

Are the applicable Plans kept current and used to implement projects, including first mile/last mile gap fill projects? If so, the policy is being implemented.

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.

Policy Performance Measures and Milestones - Transit operators receiving funds administered by STA to submit on-time performance, farebox recovery data monthly for Consortium and to the STA Board annually. They may combine this with other reporting requirements. Customer satisfaction is to be measured less frequently, but no less than every three years and submitted to the STA. This may be as part of another study such as the multi-agency passenger survey with the submittal of these reports the milestones have been met.

Are performance measures being reported to the STA Board on a regular basis? If so, this policy is being implemented.

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 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 a 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.

Policy Performance Measurements and Milestones – Inventory private transportation services at public transit facilities and update it no less than every three years. Evaluate if and how private operations complement or inhibit public transit operations and any physical impacts on the facility. Determine if any operational or policy changes should be considered to maintain public transit level of service at the performance standards established by the 2015 SolanoExpress Transit Corridor Plan. Completing initial and subsequent inventory reports will meet milestones and implement this policy.

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: capital 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 SolanoExpress operators, cities and STA to then make timely funding decisions.

Policy Performance Measurements and Milestones- Conduct an intercity transit corridor study at least once every six years. Completion of the study(ies) will be the milestone.

Are all applicable studies less than 6 years old? If so, the policy is being implemented.

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 collisions 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 collision 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 collision data, and to use that data to help prioritize funding decisions.

Policy Performance Measurements and Milestones - 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. The milestone will be the development of a standard methodology and annual reporting of the collision statistics.

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

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.

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.

Policy Performance Measurements and Milestones - Regularly evaluate ADA paratransit service and ADA intercity taxi programs. This evaluation should include ridership, productivity, operational and financial performance at minimum. Outreach to ambulatory and non-ambulatory ADA certified individuals and related stakeholders, to determine mobility gaps and to participate in prioritization of strategies to address gaps in these services at least every 3 years. A short and long-term action plan is to be developed. Milestones will be met by the regular review of ADA services and the less frequent outreach and completion of action plans.

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.

Policy Performance Measurements and Milestones - At least annually evaluate the ADA assessment process to determine if modifications should be made to improve the process for applicants and/or transit operators. Milestones will be met with the completion of the annual evaluations.

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.

Policy Performance Measurements and Milestones - Update of Transportation Study for seniors, people with disabilities and the low-income population at least every 6 years. Milestones will be the

completion of the study at least once every 6 years.

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.

Policy Performance Measurements and Milestones – Identify current stakeholders and the degree of their diversity. Establish target to expand stakeholder diversity and outreach to achieve this. Establish a process to maintain diverse stakeholder group from the community as it changes over time. Milestones are creation of existing stakeholder diversity inventory, establishment of goal, outreach, expansion of diverse stakeholders, and process to maintain this.

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.

Policy Performance Measurements and Milestones - The solanomobility.org is to be current. There should be regular review of technological advances that could improve communication with consumers of mobility management services. Milestones would be periodic review of technology

advances and an evaluation of what has been, or could be, incorporated as well as accuracy of solanomobility.org.

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.

Policy Performance Measurements and Milestones – STA should develop an understanding, monitor and share the newly developing shared mobility and other new technology-based transportation alternatives. With the involvement of the community, prepare a study to identify and prioritize transit/rideshare hubs’ “first mile/last mile gaps”, identify existing and potential strategies to address the gaps including newer and advancing technologies and programs. Milestones will be met with the consideration of incorporating these new technology-based transportation alternatives for “first mile/last mile” gap closure or other purposes.

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. 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.

Policy Performance Measurements and Milestones –The collection and notification to transit operators of funds that may be used for clean transit vehicles and infrastructure will be a measurement as well as incorporating in STA ranking criteria for fund allocation the support for clean vehicles/infrastructure. Milestones will be met with the regular notification of clean vehicle/infrastructure funding opportunities and incorporation of clean vehicle/infrastructure in ranking criteria for fund allocations.

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.

Policy Performance Measurements and Milestones – Funding a rideshare program such as SNCI at an operational level would be the milestone for meeting this goal.

This Policy helps implement Goal 9.a.



DATE: May 9, 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	May 25, 2016
State			
1.	Active Transportation Program	\$240 million	June 15, 2016
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

This page intentionally left blank.

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

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

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

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

*New Funding Opportunity

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

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



DATE: May 18, 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. Solano Project Delivery Working Group Draft Meeting Minutes of April 21, 2016
- B. Transit and Rideshare Policy Committee Draft Meeting Minutes of May 12, 2016

This page intentionally left blank.



SOLANO PROJECT DELIVERY WORKING GROUP

Draft Meeting Minutes of April 21, 2016

1. CALL TO ORDER

The Solano Project Delivery Working Group (Solano PDWG) was called to order at approximately 2:00 p.m. in Conference Room 1 at the Solano Transportation Authority (STA).

Solano PDWG Members

Present:

Tracy Rideout	City of Vacaville
Peter Wright	City of Fairfield
Nick Burton, Chair	County of Solano
Dave Melilli	City of Rio Vista
Samantha Brown for	City of Dixon
Jason Riley	

Other Members Present:

John Brewster	Caltrans
Debra Barr	City of Dixon

STA Staff Present:

Ryan Dodge	STA
Robert Macaulay	STA
Zoe Zaldivar	STA
Drew Hart	STA
Anthony Adams	STA

2. APPROVAL OF MEETING MINUTES

With a motion from Dave Melilli, and a second from Allan Panganiban, the Solano PDWG approved the meeting minutes of March 24, 2016. (5 Ayes, 3 Absent)

3. STAFF COMMENTS and FOLLOW-UP ITEMS

A. Mapping Your City's CIP

Anthony Adams inquired if Solano PDWG would be open to mapping the roads within their respective cities and areas for the public to look at, along with prospective updates to the roads. Mr. Adams verified that the cities CIP is public knowledge, and therefore open to the public already, and that mapping it would make it easier for residents to identify current and upcoming modifications to their streets.

Mr. Melilli asked if this could be looked at again after some time in order for Solano PDWG to focus on current pressing matters, and then be able to give mapping their respective cities CIP more attention to detail.

B. OBAG Cycle 1 Report Card

Anthony Adams applauded the City of Vacaville for notifying STA about funds they would no longer be able to use for a project they had been dedicated too. He continued by informing Solano PDWG that in doing so with ample time, they had enabled other projects who were lacking in funding to be completed on time without delays. Mr. Adams encouraged Solano PDWG members to consider all the angles for future projects, and if there is something obstructing the completion of their project, to consider informing STA for a redistribution of those funds to keep Solano County as a whole, moving forwards in project deliveries.

4. ACTION NON – FINANCIAL

None.

**5. INFORMATIONAL ITEMS - DISCUSSION ITEMS
(MTC/CalTrans Regional Discussion Summary)**

A. Special Guest: Caltrans D4 HSIP Coordinator

John Brewster presented to Solano PDWG on the Highway Safety Improvement Program (HSIP), which he explained is a bi-annual program which provides formula funds to projects that fit a defined criterion for safety improvements. Mr. Brewster covered topics such as which projects were eligible for HSIP, local project examples, and covered how many Solano jurisdictions have received funds in previous cycles, including Vallejo, Fairfield, Suisun City and the unincorporated county. Mr. Brewster informed Solano PDWG that HSIP Cycle 8 is opening to all California jurisdictions in April with \$150 available in the call for projects, and \$10M being the maximum application amount.

B. Caltrans Federal Aid Inactive Projects List

Anthony Adams outlined the updated information that the Caltrans Inactive Projects List has released for this month, and highlighted the 12 inactive projects in Solano County this month, the worst inactive project list in recent memory. He noted that projects that have not sent in invoices in the past 6 months are added to the list. He informed Solano PDWG that 3 of them are from STA, 3 from Solano County, 3 from Caltrans, and 2 from Vallejo, 1 from Suisun City, and one from Dixon.

**6. INFORMATIONAL ITEMS – DISCUSSION ITEMS
(STA/Local Agency Project Summary)**

A. Local Project Delivery Update

Anthony Adams inquired of Solano PDWG if in the next meeting they could have a more involved conversation to better understand how the projects are locally funded, and through other funding sources within Solano County jurisdictions. He emphasized that the goal is to prevent projects from losing funding. Mr. Adams noted that the City of Vallejo had such a project in danger, and after working with MTC and the STA, the project was moved back to FY 2016/17.

B. Bicycle & Pedestrian Counters Annual Update

Ryan Dodge updated Solano PDWG on the three sets of automated bicycle and pedestrian counters which were purchased by STA in early 2015. Mr. Dodge noted that the counters had been deployed at Suisun City’s Countywide Bike Trail, Vallejo’s Bay Trail, and Solano County’s Suisun Valley. He presented the results of the counts and introduced the form that requests from agencies would fill out in order to utilize the counters, as needed.

7. Solano PDWG Comments

None.

8. FUTURE AGENDA ITEMS

1. ATP Cycle 3
2. Follow Up with Questions from John Brewster
- 3.

9. ADJOURNMENT

The next meeting of the Project Delivery Working Group is tentatively scheduled to meet at **2:00 p.m. on Thursday, May 19th, 2016 at the STA.**

This page intentionally left blank.



TRANSIT & RIDESHARE COMMITTEE

Draft Minutes for the meeting of

May 12, 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:

Mona Babauta	SolTrans Representative (arrived to the meeting at 1:45p.m.)
Jack Batchelor, Chair	City of Dixon
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield

Committee Members Absent:

Osby Davis	City of Vallejo
Vacant	City of Vacaville

Others Present:

Sheila Ernst	STA
Daryl Halls	STA
Kristina Holden	STA
Philip Kamhi	STA
Judy Leaks	STA
Robert Macaulay	STA
Debbie McQuilkin	STA
Liz Niedziela	STA

2. APPROVAL OF AGENDA

Robert Macaulay stated that there is a change on the recommendation for Agenda Item 5.A as follows: ~~Review and provide comments on the draft Policies, Performance Standards and Milestones~~ ***Recommend the STA Transit and Rideshare Committee approve the Transit and Rideshare Element Policies*** provided as Attachment A.

On a motion by Board Member Price, and a second by Board Member Patterson, the Transit and Rideshare committee approved the March 28, 2016 agenda as amended above in ~~strikethrough~~ ***bold and italics***. (4 Ayes, 3 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. CONSENT CALENDAR

A. Minutes of the Transit & Rideshare Committee Meeting of March 28, 2016

Recommendation:

Approve the Transit & Rideshare Committee meeting minutes of March 28, 2016.

On a motion by Board Member Price, and a second by Board Member Patterson, the Transit and Rideshare Committee approved the recommendation. (4 Ayes, 3 Absent)

5. ACTION ITEMS

A. Adoption of CTP Transit and Rideshare Element Policies

Robert Macaulay provided an overview of the Adoption of CTP Transit and Rideshare Element Policies. He explained that the Draft Transit and Rideshare Element Policies were presented to the Committee at their meeting of March 28th, and to the SolanoExpress Intercity Transit Consortium which approved the Transit and Rideshare Element Policies on April 26, 2016.

The group discussed adding verbiage of support in the introductory portion of the CTP with regard to local transit service.

Daryl Halls explained that information pertaining to local transit service can be found in the Short Range Transit Plan (SRTP) for each city with the exception of the City of Vacaville.

Board Alternate Member Hannigan recommended to include the youth and students into the policy under #3 and #14.

The group discussed electronic fare collection technology and requested to remove the following sentences under T&R Policy #5:

~~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.~~

Recommendation:

~~Review and provide comments on the draft Policies, Performance Standards and Milestones~~
Recommend the STA Transit and Rideshare Committee approve the Transit and Rideshare Element Policies provided as Attachment A.

On a motion by Board Alternate Member Hannigan, and a second by Board Member Patterson, the Transit and Rideshare Committee approved the recommendation as amended above in ~~strikethrough~~ ***bold italics***.

(4 Ayes, 3 Absent)

6. INFORMATIONAL ITEMS (Discussion)

A. Transit Corridor Study Update, Phase 2

Jim McElroy provided a presentation on Phase 2 of the Transit Corridor Study. He summarized implementation issues and phase approach. Mr. McElroy concluded that he will continue to work with staff to evaluate and revise the service.

B. Senior Summit Update

Liz Niedziela provided a presentation on the Solano Seniors and People with Disabilities Transportation Summit 3. She outlined the feedback received from the summit and discussed transportation challenges. Ms. Niedziela concluded that the next step is to update the Transportation Study for Seniors, People with Disabilities and Low Income.

C. CTP Transit and Rideshare Element Performance Measures and Milestones

Due to lack of time Robert Macaulay provided a brief overview of the CTP Transit and Rideshare Element Performance Measures and Milestones.

7. COMMITTEE MEMBER COMMENTS

8. FUTURE AGENDA ITEMS

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

9. ADJOURNMENT

The meeting adjourned at 2:37 p.m. The next Transit & Rideshare committee meeting is scheduled to meet on **Thursday, June 2, 2016 at 2:00 p.m.** at the Solano Transportation Authority.

This page intentionally left blank.



DATE: May 18, 2016
TO: STA TAC
FROM: Johanna Masclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2016

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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

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