



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**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA****1:30 p.m., Tuesday, November 29, 2016****Solano Transportation Authority****One Harbor Center, Suite 130****Suisun City, CA 94585****ITEM****STAFF PERSON****1. CALL TO ORDER**Nathaniel Atherstone,
Chair**2. APPROVAL OF AGENDA****3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:45 p.m.)

5. CONSENT CALENDARRecommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the Consortium Meeting of September 27, 2016

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of September 27, 2016.

Pg. 5**B. Solano Intercity Taxi Scrip Program First Quarter Report for Fiscal Year (FY) 2016-17**

Brandon Thomson

Recommendation:

Receive and file.

Pg. 11**CONSORTIUM MEMBERS**Janet KosterDixon
Readi-RideNathan Atherstone
(Chair)Fairfield and
Suisun Transit
(FAST)Debbie McQuilkinRio Vista
Delta BreezeMona BabautaSolano County
Transit
(SolTrans)Brian McLeanVacaville
City CoachRachel FordCounty of Solano
Dept. of Health &
Social Svcs.Judy Leaks

SNCI

Liz Niedziela
(Vice Chair)

STA

Philip Kamhi
STA StaffThe complete Consortium packet is available on STA's website: www.sta.ca.gov

6. ACTION FINANCIAL ITEMS

A. Solano Community College (SCC) Transportation Fee Agreement

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Authorize the Executive Director to execute a transportation fee agreement with SCC and the City of Fairfield, Solano County Transit, and the City of Vacaville;
2. Direct STA staff to evaluate and report on program performance after the first year of the program; and
3. Direct STA staff to reevaluate the funding formula with updated data after the first year of the program.

(1:50 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. STA's Draft 2017 Legislative Platform and Legislative Update

Jayne Bauer

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2017 Legislative Platform for review and comment.

(2:00 – 2:10 p.m.)

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

Robert Macaulay

Recommendation:

Review and provide final comments prior to forwarding recommendation to the STA TAC and Board at December Consortium meeting.

(2:10 – 2:25 p.m.)

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C. Solano County Coordinated Short Range Transit Plan (SRTP)

Jim McElroy

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano County Coordinated Short Range Transit Plan as shown in Attachment A.

(2:25 – 2:40 p.m.)

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D. Replacement of Route 200 Evening Service with Enhanced SolanoExpress Route 80 Late Evening Service

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to continue the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service incorporating and extending the SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo.

(2:40 – 2:50 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

- | | |
|---|----------------------|
| A. Fairfield and Suisun Transit Service Changes
(2:50 – 3:00 p.m.)
Pg. 67 | Nathaniel Atherstone |
| B. Plan Bay Area Update and One Bay Area Grant Cycle 2 (OBAG 2) Project Submittal
(3:00 – 3:15 p.m.)
Pg. 75 | Robert Macaulay |

NO DISCUSSION

- | | |
|--|------------------|
| C. Countywide In-Person American with Disabilities Act (ADA) Assessment Program – Annual Report for Fiscal Year (FY) 2015-16
Pg. 93 | Debbie McQuilkin |
| D. Solano Mobility Travel Training Report- November 2016
Pg. 97 | Debbie McQuilkin |
| E. Solano Mobility Call Center/Transportation Info Depot Monthly Update
Pg. 99 | Sean Hurley |
| F. Summary of Funding Opportunities
Pg. 101 | Drew Hart |

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES	Group
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10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS	Group
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December 2016

- A. Draft SolanoExpress Service Changes Based on Corridor Study Phase 2
- B. Updated SolanoExpress Bus Capital Replacement Plan Update
- C. SolanoExpress Marketing Update
- D. Approval of CTP Transit and Rideshare Element
- E. First Last Mile Shuttle Pilot

January 2017

- A. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- B. Update of Multi-Year STAF Funding Priorities

February 2017

- A. Alternative Fuels Policy Update

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, December 20, 2016.**



INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of September 27, 2016

1. CALL TO ORDER

Chair Atherstone called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:35 p.m. in the Solano Transportation Authority Conference Room.

Members

Present:	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Philip Kamhi for Liz Niedziela,	STA
	Vice Chair	
	Janet Koster	Dixon Rendi-Ride
	Michael Abegg	Solano County Transit (SolTrans)
	Debbie McQuilkin	Rio Vista Delta Breeze
	Judy Leaks	SNCI

Members

Absent:	Brian McLean	Vacaville City Coach
	Liz Niedziela, Vice Chair	STA
	Rachel Ford	County of Solano – Health & Social Services

Also Present (In Alphabetical Order by Last Name:

Janet Adams	STA
Mona Babauta	SolTrans
Anthony Bruzzzone	ARUP
Daryl Halls	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jim McElroy	STA Project Manager
Audrey Shiramizu	ARUP
Alan Zahradnik	ARUP (By phone)

2. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved the agenda. (5 Ayes, 3 Absences (Brian McLean, Judy Leaks, and Rachel Ford))

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

On a motion by Michael Abegg, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A-C. (5 Ayes, 3 Absences (Brian McLean, Judy Leaks, and Rachel Ford)

A. Minutes of the Consortium Meeting of August 30, 2016

Recommendation:

Approve the Consortium Meeting Minutes of August 30, 2016.

B. SolanoExpress Service Fiscal Year (FY) 2015-16 Annual Report

Recommendation:

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

C. City of Fairfield SolanoExpress Marketing Funding Request

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$24,000 for marketing of SolanoExpress Routes by FAST.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. Solano County Coordinated Short Range Transit Plan (SRTP) for Solano Mobility Update Study for Solano Seniors, People with Disabilities

Jim McElroy reviewed the development of the Coordinated SRTP for the five Solano County transit operators (adopted by the City Councils of the Cities of Dixon, Rio Vista, and Fairfield and by the Board of Directors of SolTrans) covering all of the MTC requirements. He outlined the key points to the Coordinated Plan which shows the transit programs to be financially constrained over the ten-year period (FY 2015-16 through FY 2024-25). He added that it is important to note that the SRTP's are intended to be financially constrained so they do not necessarily reflect the levels of service that would be provided if more resources were available.

Mona Babauta and Judy Leaks arrived at the meeting.

Based on discussion at the meeting, the Consortium requested more time to review Chapter 1 (Coordination Background and Summary) of the SRTP, then forward the SRTP as a draft to the STA Board as an informational item, agendize Chapter 1 of the SRTP for further discussion at the November meeting, and lastly, amend the recommendation to read as shown below in ~~strikethrough~~ **bold and italics**:

Recommendation:

Forward ~~a recommendation to the STA TAC and Board the Draft~~ Solano County Coordinated Short Range Transit as an informational item ~~to on the Solano County Coordinated Short Range Transit Plan as shown in Attachment A~~ and bring back for recommendation at their meeting in December.

On a motion by Michael Abegg, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board as amended shown above in ~~strikethrough~~ **bold and italics**. (6 Ayes, 2 Absences (Brian McLean and Rachel Ford))

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

Robert Macaulay cited that 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. He explained that the Transit and Rideshare Element focuses on the shared ride portion of the transportation system, while acknowledging the interdependence of all three elements (Transit and Rideshare, Arterials Highways and Freeways, and Active Transportation). He noted that adoption of the complete Element is tentatively set for the December STA Board meeting.

Based on input, FAST and SolTrans staff requested the following changes to the Tier 2 projects listed in the Element:

1. First/Last Mile Shuttle, clarify description and add SolTrans and FAST as potential project sponsors
2. Add Fairfield/Vacaville Intermodal Station as a project; use RTP description.

Recommendation:

Forward a recommendation to the STA TAC and Board to release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period.

On a motion by Michael Abegg, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board to include the requested changes from FAST and SolTrans staff. (6 Ayes, 2 Absences (Brian McLean and Rachel Ford))

C. WETA Ferry Service and Route 200 Service Change Proposal

Philip Kamhi reviewed the development of WETA's proposed service concept that would enhance the ferry schedule and eliminate the need for scheduled Route 200 bus service provided by SolTrans to meet the scheduled trip times. He noted that this service change would provide a solution to the current ferry riders, who take Route 200 when necessary as an alternative to the ferry by providing additional ferry service instead of Route 200 service. He concluded by stating that STA staff recommends that further analysis be done to assess the demand for direct bus service from Solano County to the Transbay Terminal in San Francisco and to address the elimination of the Route 200 9:30 p.m. departure from Vallejo and 10:30 p.m. from San Francisco.

Based on input and discussion, the Consortium requested to amend the recommendation to read as shown below in ~~strikethrough~~ **bold and italics**.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Support WETA's Ferry and Route 200 service change proposal as specified in Attachment B; and
2. Authorize STA staff to ~~conduct a survey of Route 200 riders to work with SolTrans~~ to assess the demand **and resources** for continued express bus service and the impact of elimination of the 9:30 p.m. and 10:30 p.m. trip between San Francisco and Vallejo.

On a motion by Philip Kamhi, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.
(6 Ayes, 2 Absences (Brian McLean and Rachel Ford))

D. Approval of Updated SolanoExpress Aggregate Performance Benchmarks

Jim McElroy outlined the process of developing a proposed Service Plan for the SolanoExpress service with Phase 1 to be implemented in July of 2017. He noted that the currently adopted benchmark of \$125 per hour was set in 2013 and that STA staff is now reviewing this projection based on input provided by the two service providers, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), with projections into Fiscal Year (FY) 2017-18. He also stated that this particular benchmark is subject to the impacts of inflation, so one could argue that use of the 2013 number for FY 2017-18 is not realistic. He concluded by stating that staff is proposing adjustments to the benchmark that include a 2% annual adjustment for inflation, therefore, the recommended benchmark cost per hour for FY 2017-18 is \$135 per revenue vehicle hour.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.

On a motion by Nathaniel Atherstone, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.
(6 Ayes, 2 Absences (Brian McLean and Rachel Ford))

8. INFORMATIONAL ITEMS – DISCUSSION

A. Status of Planning for SolanoExpress Service Changes Based on Corridor Study, Phase 2

Jim McElroy provided an overview of the amount of financial resources available to fund the current and proposed service changes, and he solicited input and feedback from the Consortium on this approach.

B. One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects

Robert Macaulay reviewed the Call for Projects that opened from September 14th through November 18, 2016. He noted that at 4:00 p.m. on October 12th, prior to the STA Board meeting, a community workshop has been scheduled at the Suisun City Council Chambers. He stated that the workshop will give STA Advisory Committees and members of the public an opportunity to address the Board and identify their recommended funding priorities. He added that the public will also have an opportunity to provide comments at the STA Board meeting that evening at 6:00 p.m.

C. History of State Transit Assistance Funds (STAF) Population Based Funds – Allocations and STA Funding Priorities

Daryl Halls noted that over the years, STAF funds have been used in funding processes to stabilize intercity fixed-route and paratransit services and avoid service disruptions. He added that MTC has relied on the STA to coordinate and work with Solano's five (formerly six) local transit operators to distribute regional, State, and Federal transit funds consistent with the funding source policies and Solano County's transit priorities identified in the Solano Countywide Transportation Plan. He concluded by stating that the process for the

distribution of Small Operators/Northern Counties and Regional Paratransit State Transit Assistance Funds among various priorities, programs, projects and transit services has enabled funding for transit capital replacement and award winning Mobility Management programs.

9. INFORMATIONAL ITEMS – NO DISCUSSION

A. Mobility Call Center/Transportation Info Depot Monthly Updates

B. Summary of Funding Opportunities

**10. TRANSIT CONSORTIUM OPERATOR UPDATES AND
COORDINATION ISSUES**

Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

12. ADJOURNMENT

The meeting adjourned at 2:35 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 29, 2016.**

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DATE: November 7, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Solano Intercity Taxi Scrip Program First Quarter Report for Fiscal Year (FY) 2016-17

Background:

On July 12, 2013, the County of Solano, Solano Transportation Authority (STA), and Solano County's five local transit agencies entered into a Memorandum of Understanding (MOU) to fund a Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory Americans with Disabilities Act (ADA) eligible riders and has been identified as an ADA Plus service.

Originally, the City of Vacaville was the lead agency for this service when the program was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to the County of Solano in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity taxi scrip service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This staff report provides information on the Intercity Taxi Program's performance for the first quarter of FY 2016-17.

Intercity Taxi Scrip Fare Change

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares effective as of July 1, 2016. This is projected to increase both the supply of taxi scrip and improve the farebox recovery ratio for the program.

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

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

On May 31, 2016, STA staff and Solano County Health and Social Services entered into an agreement to identify passengers that are eligible for the low-income discount fare. The discount fare is available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

At the August 30th SolanoExpress Intercity Transit Consortium and the August 31st STA TAC meetings, this item was unanimously recommended to be forwarded to the STA Board to receive and file.

Discussion:

The STA staff has completed a review of Solano Intercity Taxi Scrip operations for the First Quarter of FY 2016-17. Attachment A provides average annual program information for the previous three years through FY 2015-16, in order to provide comparable data for the First Quarter of FY 2016-17:

The number of Taxi Scrip Booklets sold prior, to and in, FY 2015-16 remained constant. This was a result of budgetary limits which limited the supply of taxi scrip available for purchase, not the actual demand for service. With the implementation of the new pricing model, the program was able to increase both the supply of taxi scrip and improve the farebox recovery ratio for the program. The First Quarter of FY 2016-17 sales of taxi scrip has declined, however we are seeing a steady increase, month to month, in the First Quarter of FY 2016-17 as shown in Attachment B. Also, Fairfield sold out all of its available scrips.

STA staff mailed out income verification waivers to all 278 active Solano Intercity Taxi Scrip users in an effort to reach all users that may qualify for the discount fare. As of November 14, 2016, 269 program users requested to receive the low-income discount fare. Of these 269 applicants, 241 have been approved for the low-income discount fare, 29 were not approved, and 6 are being reviewed.

Recommendation:

Receive and file.

Attachments:

- A. Average Annual Program for the Previous 3 Years through FY 2015-16
- B. The First Quarter of FY 2016-2017 sales of Taxi Scrip

Solano Intercity Taxi Program

	2012-13	2013-14	2014-15	2015-16	2016-17, First Quarter
Taxi Scrip Sold	4,740	4,460	4,728	4,756	985
Fare Revenue	\$71,084	\$66,916	\$70,936	\$71,340	\$25,540
Passenger Trips	12,780	11,844	12,824	12,246	2,611
Cost	\$529,864	\$556,504	\$587,608	\$589,656	\$129,751
Farebox Recovery Ratio	13%	12%	12%	12%	19%

Jurisdiction	Low-Income Sales, First Quarter in FY 2016-17	Non-Low-Income Sales, First Quarter in FY 2016-17
Vacaville	166	136
Dixon	53	5
Fairfield/Suisun	154	114
Vallejo/ Benicia	320	33
Rio Vista	0	4
Solano County/ Unincorporated	0	0
Total	693	292
Percentage of Sales	70.35%	29.64%



DATE: November 13, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: Solano Community College (SCC) Transportation Fee Agreement

Background/Discussion:

At the meeting of September 29, 2015, the SolanoExpress Intercity Transit Consortium received an agenda item to determine the interest of the affected operators to collectively participate with STA and Solano Community College (SCC) to back a trial program to provide reduced fare access for registered (fee paying) college students.

The Consortium members asked STA to arrange a meeting of the affected operators to determine a consensus approach. On December 9, 2015, a meeting of representatives of the three operators and STA was held and a consensus proposal was developed (Attachment A). The main concern from the September Consortium meeting seemed to be that the reduced rate fare media should be sold only at campus run outlets on the college campuses. The campus outlets are best equipped to validate purchases of the reduced rate fare media.

In December and January 2015, the SolanoExpress Intercity Transit Consortium and the STA TAC, and the STA Board approved this recommendation.

The SCC Student Transportation Fee passed, with 76% of the votes. The implementation of this fee would begin Spring 2017, as follows:

- Full-Time Students: taking 12+ units would pay \$10 per semester - \$20.00 per year
- PT Students: taking 6.5-11.5 units would pay \$8.00 per semester - \$16.00 per year
- PT Students: taking 3.5-6 units would pay \$4.00 per semester - \$8.00 per year
- PT Students: taking 0.5-3 units would pay \$1.50 per semester - \$3.00 per year

Per the program characteristics (Attachment A) an agreement is necessary: "The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability". STA Legal has developed an Agreement (Attachment B) to achieve this.

Fiscal Impact:

It is estimated that the SCC Student Transportation Fee could generate between \$161,000 and \$231,000 annually. The funding generated from the student fee would be returned to Fairfield and Suisun Transit, Solano County Transit and Vacaville City Coach. Reimbursement to operators would be based on an estimate of lost revenue based on recent usage with an additional amount based on an estimate of increased usage due to reduced fare. Attachment C contains the current formula for operator reimbursement through the student transportation fee.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Authorize the Executive Director to execute a transportation fee agreement with SCC and the City of Fairfield, Solano County Transit, and the City of Vacaville;
2. Direct STA staff to evaluate and report on program performance after the first year of the program; and
3. Direct STA staff to reevaluate the funding formula with updated data after the first year of the program.

Attachments:

- A. List of Characteristics for Proposal to SCC for a Trial Reduced Student Transit Fare Program
- B. SCC Agreement with STA and the transit agencies
- C. SCC Student Fee Reimbursement

List of Characteristics for Proposal to SCC for a Trial Reduced Student Transit Fare Program:

1. The program shall be a two-year pilot program;
2. Students registered at SCC would purchase prepaid tickets and passes at the Solano Community College Campus at half cost, to be used on the fixed routes for which the tickets and passes are valid;
3. The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability;
4. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress;
5. Students must be currently registered and fee paying student body members in order to purchase the discounted tickets and passes;
6. Using existing fixed route services as offered by FAST, SolTrans, Vacaville City Coach, and SolanoExpress, during pilot program; and
7. Using existing types of fare media as currently provided by FAST, SolTrans, Vacaville City Coach, and SolanoExpress.

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**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITIES OF FAIRFIELD and VACAVILLE,
SOLANO COUNTY TRANSIT,
SOLANO COMMUNITY COLLEGE, AND
THE SOLANO TRANSPORTATION AUTHORITY
FOR THE SOLANO COMMUNITY COLLEGE TRANSPORTATION FEE
PILOT PROGRAM**

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into on the date last written below between the municipal corporations of the CITY OF FAIRFIELD (“FAIRFIELD”), and the CITY OF VACAVILLE (“VACAVILLE”); SOLANO COUNTY TRANSIT (“SOLTRANS”), a joint powers authority consisting of the cities of BENICIA and VALLEJO, and the STA; SOLANO COMMUNITY COLLEGE DISTRICT (“SCC”), a community college district 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 SOLANO COUNTY. Unless specifically identified, the various public agencies may be commonly referred to individually as “Party” or collectively as “Parties,” as the context may require. FAIRFIELD, VACAVILLE AND SOLTRANS may collectively be referred to as the Transit Providers.

RECITALS

WHEREAS, Transit Providers provide public transit services for the benefit of the citizens of their respective service boundaries; and

WHEREAS, SCC is a community college district serves its students at its main Fairfield campus and its three satellite campuses in Vacaville, Vallejo and on Travis Air Force Base; and

WHEREAS, SCC’s student body has adopted a transportation fee to provide reduced fare access for registered students at all of its campuses; and

WHEREAS, the Parties share a desire to improve access to public transit service for students of SCC with the use of the student transportation fee; and

WHEREAS, the Parties desire to partner together to facilitate a student reduced fare program subsidized by the student transportation fee.

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. SCC Roles and Responsibilities

1. SCC will collect the SCC Transportation Fee from each registered student.
2. SCC will sell Transit Provider fare media at each SCC campus to currently enrolled SCC students based on the rates attached in Exhibit A.
3. SCC will provide the collected fees to STA bi-annually no later than on _____ and _____.

B. STA Roles and Responsibilities

1. STA shall distribute the collected fees to the Transit Providers in accordance with the estimated fare cost formula attached as Exhibit B.
2. STA shall provide the Parties a quarterly ridership report and an annual report of transit usage under this pilot program.

C. Transit Provider Roles and Responsibilities

1. Transit Provider will provide fixed route transit service for those routes identified in Exhibit B and agree to accept all fare media sold by SCC pursuant to this MOU for rides on Transit Provider routes.
2. Transit Providers will provide quarterly ridership reports of student usage under this MOU.
3. The Parties shall assist the STA in efforts toward seeking grants to supplement available funding for service to SCC.
4. The Parties will implement the public outreach elements developed by the STA and SCC to encourage SCC ridership.
5. The fees distributed to the Transit Providers shall be reviewed annually by the Parties. The Parties may recommend a change to the distribution formula which will become effective only upon approval of the STA Board.

Part II

General Terms and Conditions

A. Term of MOU

This MOU is from _____ to _____ which may be extended upon the mutual written 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, postage prepaid. 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 five days following the date of deposit.

AGENCY:

SOLANO COMMUNITY COLLEGE
NEED TO INSERT

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

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

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

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

H. 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.

I. 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.

J. 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).

K. 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.

L. Access to Records and Retention

All Parties, acting through their duly authorized representative, as well as any federal or state transit agency, 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.

The Parties have executed this MOU on the day and year last written below.

CITY OF FAIRFIELD

APPROVED AS TO FORM

By: _____

By: _____

CITY OF VACAVILLE

APPROVED AS TO FORM

By: _____

By: _____

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____

By: _____

SOLANO COUNTY TRANSIT

APPROVED AS TO FORM

By: _____

By: _____

SOLANO COMMUNITY COLLEGE

APPROVED AS TO FORM

By: _____

By: _____

Date: _____

Exhibit A

Fare Media rates by Transit Provider

DRAFT

Exhibit B

Estimated Half Price Fare Costs and Formula for Funding Distribution

DRAFT

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Solano Community College Fall 2014

City	Main Campus Fairfield	Percent of Main Campus	Nut Tree Airport Vacaville	Other	Travis AFB	Vacaville Center	Percent of Vacaville Center	Vallejo Center	Percent of Vallejo Center	City Total	Percent of SCC Total	Home Transit Agency
Fairfield	2,793	37%	11	11	43	360	18%	339	18%	3,557	31%	FAST
Vacaville	1,892	25%	15	7	43	1,227	62%	242	13%	3,426	30%	Vacaville City Coach
Vallejo	1,252	17%	2	9	8	64	3%	918	50%	2,253	19%	SolTrans
Suisun City	817	11%	1	6	10	82	4%	106	6%	1,022	9%	FAST
Benicia	246	3%		4		21	1%	123	7%	394	3%	SolTrans
Dixon	201	3%	7		2	134	7%	23	1%	367	3%	Other
American Canyon	103	1%		3		9	0%	57	3%	172	1%	Other
Travis AFB	86	1%			10	33	2%	6	0%	135	1%	FAST
Winters	60	1%				61	3%	8	0%	129	1%	Other
Napa	78	1%	1	3	2	3	0%	12	1%	99	1%	Other
Campus Total	7,528		37	43	118	1,994		1,834		11,554		
Percent of Total	65%		0%	0%	1%	17%		16%				

Transit Agency	Percent of Students
FAST	41%
SolTrans	23%
Vacaville City Coach	30%
Other	7%

Half Price Cash Fare Costs - Estimates

Transit Agency / Route	Daily Ridership To/From Campus	Number of Regular Days	Current Average Revenue per trip	Induced Demand	Estimated Lost Revenue if fare discount provided	New Cash Fare Discount Estimated Average Fare	New Cash Fare Amount Estimated
FAST Route 7	249	175	\$ 0.90	25%	\$ 49,022	50%	\$ 0.45
SolTrans Route 2	28	175	\$ 0.90	25%	\$ 5,513	50%	\$ 0.45
SolTrans Route 20	50	175	\$ 0.90	25%	\$ 9,844	50%	\$ 0.45
Solano Express Rte 85	109	175	\$ 2.50	25%	\$ 59,609	50%	\$ 1.25
Vacaville Route 4	29	175	\$ 0.75	25%	\$ 4,758	50%	\$ 0.38
Local Transfers	93	175	\$ 0.80	25%	\$ 16,275	50%	\$ 0.40
Solano Express Transfers	93	175	\$ 2.50	25%	\$ 50,859	50%	\$ 1.25
Total	465					\$ 195,880	

Notes:

Daily Ridership based on agency ridership surveys, on/off data for college campuses

Transfers assumed to be 20% of total daily ridership

Transfer fares calculated as the average local or Solano Express cash fare

Transfers not included in total daily ridership to/from campus

Half Price Cash Fare Cost by Transit Agency

Transit Agency	Annual Cost	Percent of Funding
FAST	\$ 79,877	41%
SolTrans	\$ 105,820	54%
Vacaville City Coach	\$ 10,183	5%
Total	\$ 195,880	100%

Notes:

Local Transfers cost divided equally between three agencies

Solano Express Transfers cost divided equally between FAST and SolTrans



DATE: November 15, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2017 Legislative Platform and 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 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:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requests that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2017 Legislative Platform for comment at their meetings in November. Proposed edits to the Platform are shown with tracked changes (Attachment C).

STA staff will forward the Draft 2017 Legislative Platform with TAC and Consortium feedback to the STA Board in December, with a recommendation to distribute the draft document for review and public comment. The Final Draft 2017 Legislative Platform will be placed on the January 2017 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their February 8, 2017 meeting.

State Legislative Update (Shaw/Yoder/Antwih, Inc.):

The 2015-16 state legislative session will adjourn at midnight November 30th. The 2017-18 Regular Session convenes on Dec. 5th for Organizational Session at 12 noon.

The Governor's Special Session on transportation infrastructure funding is still in session. Assembly Transportation Committee Chair Jim Frazier (D-Antioch) continues to work with Senate Transportation and Housing Committee Chair Jim Beall (D-San Jose) on a long-term transportation funding package.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2017 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

Federal Legislative Update (Akin Gump):

STA staff and federal lobbyist Susan Lent participated in a debriefing conference call with the Department of Transportation staff regarding the unsuccessful recent submittal of the Solano I-80/I-680/SR 12 Interchange project for the first round of federal FASTLANE funding. The second round of FASTLANE funding was announced at the end of October. Due to prior support commitments to other agencies by MTC which provided the necessary regional match funding for the project in Round 1 has indicated they will support STA's project again in Round 3 of FASTLANE, STA staff will wait for the next round to submit the project again.

With the results of November presidential election and change in the Fairfield administration, STA's federal legislative advocate (Susan Lent of Akin Gump) will work with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2017.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2017 Legislative Platform for review and comment.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2017 Legislative Platform with Tracked Changes (Redline)



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

September 27, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

Since the Legislature adjourned the 2015-16 session early in the morning on September 1, the Governor has been reviewing and taking final action on hundreds of bills sent to him late in the year. While the regular session has adjourned, the Special Session on Transportation is still active, but must adjourn by November 30. The general election is scheduled for November 8 and there is a slight chance the legislature may come back after the election in a “lame-duck” session to tackle transportation funding. In any case, the new class of legislators will return for one day in December, to organize for their 2017-18 Legislative Session. In this report we discuss local sales tax measures, the latest on transportation funding, and, we highlight the most relevant bills – bills on which the Board has adopted a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

Local Sales Tax Measures

On November 8, 14 counties across California are asking voters to extend, add to, or for the first time, enact, a local sales tax to fund transportation. Six existing counties and eight new counties are attempting to secure the two-thirds vote threshold required to approve sales taxes. The existing self-help counties are as follows: Contra Costa; Los Angeles; Sacramento; San Francisco; San Diego; and, Santa Clara. The eight new counties hoping to join the ranks are: Humboldt; Merced; Monterrey; Placer; San Luis Obispo; Santa Cruz (which has an existing tax, but dedicated only to the county’s transit district); Stanislaus; and, Ventura. As you know, in June 2016, Solano County voters failed to approve Measure H, a five-year general tax that would have been used to, among other things, fund transportation projects in the County.

Joint Transportation Funding Proposal

As we reported last month, on August 24, Senator Jim Beall and Assembly Member Jim Frazier unveiled a joint transportation funding proposal designed to repair and maintain state highways and local roads, improve trade corridors, and support public transit & active transportation. Currently, the \$7.4 billion a year transportation funding proposal includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections.

Tel: 916.446.4656
Fax: 916.446.4318
1415 L Street, Suite 1000
Sacramento, CA 95814

More specifically, the proposal would:

- Eliminate the Board of Equalization's annual adjustment of the gas excise tax, increase the gas excise tax by 17 cents and index it to the Consumer Price Index (generating \$3.6 billion annually)
- Increase the diesel excise tax by 30 cents and index it to the Consumer Price Index (generating \$900 million annually)
- Increase the incremental diesel sales tax to 5.25% and index the increment to the Consumer Price Index (generating \$216 million annually)
- Increase the vehicle registration fee by \$38 and index it to the Consumer Price Index (generating \$1.3 billion annually)
- Introduce an annual zero-emission vehicle fee of \$165 per vehicle and index it to the Consumer Price Index (generating \$16 million annually)
- Redirect vehicle weight fees that are currently allocated to transportation debt service to transportation purposes (repurposing \$1 billion over five years)
- 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 Program (netting \$100 million annually)
- Identify miscellaneous transportation revenues (netting \$149 million annually)
- Require repayment of outstanding transportation loans over two years (freeing \$746 million in one-time revenue)

The new revenues would be spent according to these categories:

- **State** – \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** – \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** – \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** – \$516 million annually for transit capital projects and operations.
- **Freight** – \$900 million annually for goods movement.
- **Active Transportation** – \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.

The proposal would set aside \$200 million of annual revenues to counties that adopt local sales tax measures.

The authors have tried to balance the expenditures based roughly on a 50-50 split between state and local agencies for transportation maintenance and rehabilitation needs.

The authors are also proposing a Constitutional Amendment to help locals increasing funding at home by lowering the voter threshold for transportation tax measures to 55 percent.

Finally, the proposal 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 19 of the State Constitution; create the Office of the Inspector General; and, put into place efficiency measures, such as CEQA streamlining and advanced mitigation, designed to expedite project delivery and reduce overall project costs.

As the Special Session on transportation continues, we will report to the Board any progress in moving this funding plan forward.

Special Session Bills of Interest (Adjourns November 30)

ABX1 1 (Alejo) Vehicle Weight Fees (*Pending*)

This bill would undo the statutory scheme that requires vehicle 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 (*Pending*)

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 (*Pending*)

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) and ABX1 26 (Frazier) Transportation Funding (*Pending*)

As discussed in detail above, these bills would increase several taxes and fees 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 17 and 30 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 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 \$7.4 billion per year. ***The STA Board SUPPORTS these bills (Board Action: 7/8/15).***

Regular Session Bills of Interest

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

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 (*Signed by Governor*)

This bill would, beginning January 1, 2018, 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 (*Vetoed by Governor*)

In an earlier incarnation, this bill would have deleted 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. The bill was subsequently amended to reflect unrelated provisions. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

AB 1591 (Frazier) Transportation Funding (*Failed*)

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 (*Vetoed by Governor*)

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 (*Failed*)

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. ***The STA Board SUPPORTS this bill (Board Action 5/11/16).***

SB 838 (Committee on Budget and Fiscal Review) State Transit Assistance Fix (*Signed by Governor*)

This bill would make various policy changes related to transportation; of most importance is the bill's provision that would direct the State Controller's Office to temporarily return to the long-understood methodology for allocating any unallocated funding from the State Transit Assistance (STA) program for Fiscal Year (FY) 2015-16, for all funds to be allocated in FY 2016-17 and possibly through FY 2017-18. ***The STA Board SUPPORTS this bill.***

SB 824 (Beall) Low Carbon Transit Operations Program (*Signed by Governor*)

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; use funding for operations over multiple years; shift to a programmatic DAC requirement, and, loan and/or transfer 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. ***The STA Board SUPPORTS this bill (Board Action: 5/11/16).***

SB 1128 (Glazer) Bay Area Commute Benefit Policy (*Signed by Governor*)

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).***

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M E M O R A N D U M

September 29, 2016

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

During the month of September we provided advice regarding the strategy for pursuing federal funding for STA priority projects in fiscal year 2017. We also continued to monitor developments in Congress and at the Department of Transportation and bring them to the attention of STA staff.

Fiscal Year 2017 Appropriations

On September 28, Congress approved a Continuing Resolution (CR) to fund the federal government through December 9 at fiscal year 2016 levels. The President will sign the CR into law today or tomorrow. Democratic members had held up the CR over funding for drinking water infrastructure improvements in Flint Michigan, but Congress ultimately agreed to provide funding for Flint in separate legislation specifically focused on water infrastructure.

Congress will return after the elections to decide on a spending plan for fiscal year 2017. At this point, no one knows whether Congress will pass an omnibus bill that funds the entire government for fiscal year 2017, several “minibus” bills that group certain federal departments and agencies together, or another CR that funds the federal government into sometime next year – leaving funding decisions to the next Congress and President.

Metropolitan Planning Organization Coordination and Planning Area Reform

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) extended the comment period for a proposed rule that would revise the transportation planning regulations to consolidate Metropolitan Planning Organizations (MPOs) from August 26 to October 24. The intent of the proposed rule is to promote unified planning for urbanized areas where there is more than one MPO designated within the area. The proposed rule proposed that MPOs develop a single metropolitan transportation plan, a single transportation improvement program (TIP), and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan.

Solano Transportation Authority
September 29, 2016
Page 2

The Metropolitan Transportation Commission for the San Francisco Bay Area (MTC) joined with adjacent MPOs in opposing the proposed rule in comments filed on August 24, asserting that the threshold for the Rule's applicability is too low and should not be applied where it would impact only small populations. The proposed rule would consolidate the six northern California MPOs, even though the shared urbanized area represents only a small share of each region's total population. The comments noted that for MTC and the Association of Monterey Bay Area Governments (AMBAG), the geographic area in question is just 0.68 square miles and includes a population of approximately 606 or only 0.01 percent of MTC's population and 0.08 percent of AMBAG's. It also notes that the geographic area shared by MTC and the Sacramento Area Council of Governments (SACOG) is less than - 0.00012 percent.

Members of Congress, the American Association of State Highway and Transportation Officials, and many state departments of transportation, have urged FHWA and FTA to withdraw the proposed rule arguing that it would change a system that has been working well for decades without improving the planning process.

Strategic Agenda for Pedestrian and Bicycle Transportation

On September 16, the FHWA released its *Strategic Agenda for Pedestrian and Bicycle Transportation*, which focuses on eliminating fatalities and reducing injuries. The strategic plan sets a goal of an 80 percent reduction in pedestrian and bicycle fatalities and serious injuries in 15 years. The report states that FHWA will provide technical assistance to states and MPOs and develop a report for Congress on best practices for improving safety. The report recommends implementing bicycle and pedestrian performance measures, advancing research on pedestrian and bicycle exposure to injuries and fatalities and developing policies and promoting strategies to reduce vehicle speeds on multimodal corridors. In August, FHWA released a detailed [table](#) identifying activities supporting pedestrian and bicycle transportation that would qualify for funding across 14 grant programs.

Transit Security

On September 26, the House passed *The Transit Security Grant Program Flexibility Act* (H.R. 5943) by voice vote. The bill would give transit agencies three years to undertake transportation security grants versus two years under current law. The bill was introduced by Rep. Donald Donovan (R-NY) and reported by the House Committee on Homeland Security on September 13 by voice vote.

It is not clear whether the Senate will act on the bill this year, but Congress may address the transit security grant program next year as part of broader legislation to address surface

Solano Transportation Authority
September 29, 2016
Page 3

transportation security. On September 22, Senate Homeland Security Committee Chairman John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) released legislation to require the Transportation Security Administration (TSA) to conduct an analysis and implement a risk-based security model for surface transportation facilities and mandate risk-based budgeting for surface transportation security focusing resources on current threats. House Homeland Security Committee Chairman Michael McCaul (R-TX) released a plan to prevent and respond to domestic terror attacks on September 20. The plan recommends that DHS assist local communities in addressing the most likely terror attack scenarios, but does not specifically address the security of transit facilities.

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Solano Transportation Authority 2017~~16~~ Legislative Priorities and Platform

~~Adopted by STA Board 1/13/16~~



PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

I-80 Corridor Freight Mobility Improvements

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales

Access to Federal Facility (Travis Air Force Base)

- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant
 - Eligible for funding under National Freight Program, National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes – Vacaville segment
 - Candidate for TIFIA financing (via MTC)
 - Could pursue funding from federal infrastructure bank if authorized and funded
- I-80 Westbound Truck Scales
 - Potential candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant (in lieu of the I-80/I-680/SR-12 project)
 - Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. Transit Centers

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- Fairfield Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
 - Likely eligible for CMAQ Funds
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Eligible for Surface Transportation Program Funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development

3. Programs

- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
 - Seek funding for SR2S from Surface Transportation Program
 - Projects would be eligible for CMAQ funding
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
 - Consider pursuing Bus and Bus Facilities discretionary grant
- Freight/Goods Movement
 - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
 - Identify federal fund source for I-80 Westbound Truck Scales
 - Identify federal fund source for interchange improvements along I-80 corridor
 - Rail Crossings/Grade Separations

- Candidate for TIGER or Nationally Significant Freight and Highway Projects grant
- Eligible for funding under National Highway Performance Program, Surface Transportation Program, National Freight Program and Highway Safety Improvement Program
- Grade crossing eligible for funding under Highway Safety Improvement Program
- Mobility Management
 - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
 - Eligible for federal transit funds distributed by formula
- Safe Routes to School
 - Seek funding from Surface Transportation Program

State Funding

1. Active Transportation

- SR2S – Engineering projects
- Vallejo segment of Napa Vine Trail (future)
- Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade

- Capital Bus Replacement – SolanoExpress
- Transit service expansions
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
- High Speed Rail connectivity to Capitol Corridor
- Multimodal transit facilities

3. Freight/Goods Movement

- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations
- SR 12

4. ITIP

- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
- I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP

- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
- I-80/I-680/SR 12 Interchange Phase II & III
- Jepson Parkway

6. SHOPP

- I-80 Westbound Truck Scales
- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- SR 113 Rehabilitation

LEGISLATIVE OBJECTIVES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
5. Support establishment of regional Express Lanes network.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 [and SB 32](#) regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support efforts to ensure Solano receives fair share of federal transportation funding from state.

11. Support development of a national freight policy and engage Caltrans and the Air Resources Board in the development of a California Freight Mobility Plan, the Sustainable Freight Plan, and the integrated freight action plan called for in Governor Brown's Executive Order B-32-15, to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
12. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.
13. Support funding of federal discretionary programs for nationally significant projects such as I-80 and Westbound Truck Scales, transit discretionary grants, and Intelligent Transportation System (ITS) deployment.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.
17. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.
18. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
19. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)
20. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch". This would mirror the threshold used in the State of California Streets for roads.

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation to promote Safe Routes to School programs in Solano County.
4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).
5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
6. Support legislation that increases employers' opportunities to offer commuter incentives.
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
8. Support establishment of regional Express Lanes network. *(Objective #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Objective #6)*
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill ~~development development~~ linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
12. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 ~~and -SB 32~~ regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system. (*Objective #7*)

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Seek funding for adaptation to sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in MAP-21.
8. [Support provisions in the FAST Act that further streamline the project approval process.](#)
- 89.- [Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively.](#) ~~[Support provisions in the FAST Act that further streamline the project approval process.](#)~~
9. ~~[Advocate for further streamlining of project deliver requirements to allow projects to advance quicker and more cost-effectively.](#)~~

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.

4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (WETA) Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (*Objective #18*)

VI. Funding

1. Protect Solano County's statutory portions of state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Objective #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Objective #1)*
7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Objective #2)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Objective #4)*
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Objective #11)*
13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Support legislation that would mitigate fluctuations in the annual adjustment made by the Board of Equalization to the state excise tax on gasoline.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Objective #3)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.
21. Support maintaining and increasing Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies to reduce vehicle miles travelled. *(Objective #7)*

VII. Project Delivery

1. Monitor implementation of FAST Act and MAP-21 provisions that would expedite project delivery. *(Objective #16)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Objective #2)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.
5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. Advocate for accelerated Positive Train Control implementation.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of public transit.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Objective #19)*
6. Monitor implementation of requirements in MAP-21 and FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Objective #7)*
8. Support funding of discretionary programs, including bus and bus facilities and ITS deployment.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Objective #11)*
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.



DATE: November 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element

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 Transit and Rideshare Element focuses on the shared ride portion of the transportation system, while acknowledging the interdependence of all three elements (Transit and Rideshare, Arterials Highways and Freeways, and Active Transportation).

Discussion:

The outline of the Transit and Rideshare Element is shown below:

1. Introduction
2. Element purpose
3. Transit and rideshare components, goals, and the goal gap analysis
4. Transit and rideshare element resources
5. Policies, performance measures and milestones
6. Projects, programs and priorities
7. Moving forward together

The Consortium has reviewed all chapters of the Transit and Rideshare Element prior to making a recommendation that the Draft Element be released in October 2016. The STA Board approved release of the Draft Element at its meeting of October 12, 2016. Due to the need to work on document formatting issues and update the status of several projects that were nearing completion, the Draft Element was not posted on the STA website until November 18, 2016.

Any comments received by the date of the Consortium meeting will be compiled and reported to the Consortium at the November 2016 meeting.

The final list of comments and any recommended changes will be provided to the Transit and Rideshare Committee at its meeting of December 6, and a recommendation for adoption of the final Element is anticipated to be sent to the STA Board for their meeting of January 11, 2017.

Fiscal Impact:

None at this time. The policies and priorities recommended in the Transit and Rideshare Element will help guide future funding decisions by STA.

Recommendation:

Review and provide final comments prior to forwarding recommendation to the STA TAC and Board at December Consortium meeting.

Attachments:

- A. For Immediate Review and/or Printing: [Transit and Rideshare Element](#)



DATE: November 29, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Transit Consultant
RE: Solano County Coordinated Short Range Transit Plan (SRTP)

Background:

In November 2015, STA entered into an Agreement with the Metropolitan Transportation Commission (MTC) titled "Solano Transportation Authority Short Range Transit Plan Agreement". The primary intent of the Agreement is to produce individual Short Range Transit Plan (SRTP) documents for four of the five transit agencies in Solano County; and, to coordinate the SRTP documents for all five of the county's transit agencies into a single Coordinated Transit Plan for Solano County.

In April of 2015, STA released a Request for Proposal (RFP) 2015-02 for Solano County Coordinated Short Range Transit Plan (SRTP), and I-80/I-680/I-780/State Route 12 Transit Corridor Study in Solano County Phase 2. The project was awarded to Arup; and, the Coordinated SRTP has been completed and is ready for final review (Attachment A).

This item was introduced at the September 19, 2016 meeting of the Transit Consortium and provided as an information item to the STA Board on October 12, 2016. The Consortium requested additional time to review the Coordination element of the document. The review is completed and relevant changes are incorporated.

Discussion:

The Coordinated SRTP consists of a Background and Summary section, the adopted SRTPs for each transit operator, and a Coordination Analysis Technical Memorandum ("Coordination Report"). The Coordinated SRTP covers all of the MTC requirements for SRTPs for each of the Solano County transit operators. The ten-year period covered by the SRTP is FY 2015-16 through FY 2024-25. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

There are five Solano County transit operators addressed in the agreement with MTC. The SRTP's for all of the operators except Vacaville City Coach were developed by the Arup consultant team. At the request of the City of Vacaville, and with the concurrence of MTC and STA, the Vacaville SRTP was produced independently by the City of Vacaville, using in-house resources. The Vacaville SRTP has been approved by MTC and STA and incorporated into the coordination process.

The four SRTPs covered by the Arup agreement were developed in close collaboration with the staff for these four transit operators and the local SRTPs have been adopted by the City Councils of the Cities of Dixon, Rio Vista, and Fairfield, and by the Board of Directors of SolTrans.

Although the Coordinated Plan shows the transit programs to be financially constrained over the ten-year period, there are many important points contained in the report, especially with regards to capital projects. Here is a sample of some key points:

- Over the ten years covered by the Coordinated SRTP, the operation and maintenance of transit services in Solano County will require an expenditure of \$355 million.
- Overall, 25% of the revenue required to fund transit operations will come from passenger fares and operating income, with the remaining 75% derived from various subsidy sources.
- In order to support planned transit operations and maintain a state of good repair, the individual operator SRTPs include ten-year capital plans that together call for more than \$111 million in expenses for vehicles, facilities, preventative maintenance, and equipment.
- The largest single category of capital expenses is the replacement of the local fleet of revenue vehicles at a cost of almost \$50 million over ten years. The two largest operators (FAST and SolTrans) together comprise more than 90% of the planned expenses for this line item.
- The next largest category of expenses is the replacement of the 35 motor coach buses in the intercity vehicle fleet (SolanoExpress) at a total cost of about \$26.8 million.
- The consolidated capital plan relies on about \$19 million in “unspecified” federal funding. Of this amount, \$18 million is needed to support scheduled local vehicle replacements for FAST and SolTrans. The remaining \$1 million of the unspecified funds is for a potential project by FAST to build out EV charging stations and electrical grid upgrades. As noted above, if federal funding is not received as planned, the related capital projects would have to be deferred or canceled.
- There are two capital funding issues that will need to be resolved sometime before the end of the ten-year forecast period. First, the Solano County transit operators should consider the degree to which they use their flexible capital funding to subsidize transit operations. The second issue requiring attention over the next ten years is the status of Transportation Development Act (TDA) carryover reserves for most operators.

Finally, it is important to note that the SRTP’s are intended to be financially constrained so they do not necessarily reflect the levels of service that would be provided if more resources were available. Preliminary results from the Corridor Study, Phase 2 show the challenges of trying to improve services with limited resources.

Fiscal Impact:

The consulting contract for the Coordinated SRTP was funded through an agreement with MTC which provided funding in the amount of \$120,000. The local match of \$15,547 was included in an approved STA Budget by STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano County Coordinated Short Range Transit Plan as shown in Attachment A.

Attachment:

A. Click here for immediate review and/or printing:

[Final Solano County Coordinated Short Range Transit Plan](#)

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DATE: November 10, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: Replacement of Route 200 Evening Service with Enhanced SolanoExpress Route 80 Late Evening Service

Background:

The SF Bay Ferry, a service of the Water Emergency Transportation Authority (WETA), operates ferry service between the Vallejo Ferry Terminal and San Francisco. In order to meet service demand and hours that ferry service cannot be provided, WETA has contracted with Solano County Transit (SolTrans) to service specific trip times. This bus service is called the Route 200. WETA also contracts with SolTrans and other companies to provide backup service for trips that have demand that exceeds the ferry's capacity.

SolTrans has provided bus service for Route 200 and occasional "backup" bus service for WETA between the ferry buildings in Vallejo and downtown San Francisco, since the separation of the two agencies (SolTrans and WETA) from the City of Vallejo. This bus service is complementary to the ferry service and operates in between scheduled ferry trips and when passengers are not able to board a ferry due to capacity constraints.

SolTrans is reimbursed by WETA with bridge toll revenue for costs incurred in operating the Route 200 service, and placing extra bus operators on stand-by as needed, to address ferry emergencies. In addition, SolTrans staff must then provide management support to ensure that its operating contractor, National Express Transit (NEXT), operates the service in line with WETA's standards.

Discussion:

Based on direction from the Policy Boards of SolTrans, STA and WETA, SolTrans, WETA, and STA staff have met to discuss several issues with continuing the Route 200 service, which is summarized in Attachment A. On November 10, 2016, the WETA Board approved a recommendation to enhance the ferry schedule and eliminate scheduled Route 200 bus service provided by SolTrans to meet the scheduled trip times. The current Route 200 schedule and a comparison to the proposed schedule are shown in Attachment B.

This service change would provide expanded ferry service for the current ferry riders, who take Route 200 when necessary as an alternative to the ferry by providing additional ferry service instead of Route 200 service. However, due to the limitations of available bridge toll funds to fund this expanded ferry service, the last PM trip (9:30 PM) from Vallejo to San Francisco and returning trip to Vallejo at 10:30 PM is not covered by this expanded ferry service.

WETA conducted outreach to determine the effect of the proposed changes and received 252 total comments on the proposed service change. Of these comments, support for more ferries in place of bus service received the most support (165 comments received). Public support for late evening bus or ferry service after 10 pm received the second most support (82 comments received) and WETA staff reported the following at their November 10, 2016, Board meeting on this issue:

“Need for late night bus to Vallejo”

The concerns raised about the loss of a late night bus by some riders have been relayed to both SolTrans and STA. SolTrans operates SolanoExpress Route 80 today which provides an all-day frequent connection between Vallejo and BART at the El Cerrito del Norte station where passengers can transfer to trains to San Francisco or East Bay locations. SolTrans is aware of the strong desire for a direct late night bus returning from San Francisco and is exploring its ability to provide this as a part of its independent bus service offerings. STA is in the process of studying potential new express bus services in Solano County and a new San Francisco service may be part of a future new intercounty route.”

SolTrans staff believes, and STA staff concurs, that the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip can continue to be met with a SolTrans SolanoExpress bus by enhancing their current Route 80 service. However, assuming an average fare of \$9.00 per person (\$10 Adult Fare), it would require an estimated \$16,000 to \$20,000 in additional funding annually. In order to expand the ferry service by providing additional trips needed under the planned enhancement, the WETA Board has supported an increase in operating costs of an estimated \$200,000 per year. As a result of this, WETA does not have sufficient funding to subsidize the continuation of the late evening bus service.

WETA has planned for the service change to take place on January 1, 2017.

Late evening bus service if SolTrans and STA were to enhance the SolanoExpress Route 80 to include the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip, it requires an estimated additional \$16,000 to \$20,000 in additional funding annually. Based on the RM2 augmentation received by STA from BATA in FY 2015-16 and provided to SolTrans for enhanced SolanoExpress bus service, there is RM2 funding available to cover these costs for the remainder of the Fiscal Year. However, it should be noted this would reduce the funding and service hours available for service on the rest of SolanoExpress under the Transit Corridor Study’s new service proposal.

Fiscal Impact:

The cost of the late evening service through augmented Routed 80 is estimated between \$16,000 to \$20,000. This would reduce the amount of funding and service hours available to the rest of the SolanoExpress service.

Recommendation:

Forward a recommendation to the STA TAC and Board to continue the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service incorporating and extending the SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo.

Attachments:

- A. STA Memo – Route 200 Coordination Meeting
- B. Route 200 Schedule Compared to Draft WETA Proposed Schedule for Enhanced Ferry Service



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Fax (707) 424-6074

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

MEMORANDUM

DATE: July 22, 2016
TO: Daryl Halls, STA Executive Director
Mona Babauta, SolTrans Executive Director
Nina Rannells, WETA Executive Director
CC: Kevin Connolly, WETA
Michael, Abegg, SolTrans
FROM: Philip Kamhi, Transit Program Manager
RE: Route 200 Coordination Meeting between SolTrans, STA, and WETA

On July 7, 2016 an initial Route 200 coordination meeting occurred between SolTrans, STA and WETA staff. This memo provides a summary of the issues discussed at this meeting and the next steps. The following staff were present:

Mona Babauta – SolTrans
Daryl Halls – STA
Philip Kamhi – STA
Nina Rannells – WETA
Kevin Connolly – WETA

At this meeting, several topics regarding the Route 200 were discussed. The issues had been initially brought forward by both SolTrans and WETA, and the SolTrans Board had asked that staff from the agencies meet following a six-month extension (through December 31, 2016) to the contract that SolTrans has with WETA to operate Route 200 was approved at the May 19, 2016 SolTrans Board meeting.

For SolTrans, Mona Babauta discussed issues regarding SolTrans losing drivers to other transit properties and absenteeism as contributors to the difficulty in SolTrans providing the Route 200 service, and the need to focus resources on SolTrans' own services (local and current SolanoExpress). Mona also mentioned that the Route 200 ridership has recently increased, by approximately 19% over June of last year. Mona also expressed that the backup bus service (unscheduled trips) are extremely challenging to provide, and SolTrans in effect no longer is providing backup bus service. However, Mona also expressed that SolTrans did not have any issues with continuing scheduled Route 200 service at current levels, as SolTrans is/was already doing this. She discussed the current Route 200 schedule currently utilizes three vehicles that have already reached the end of their useful life, and therefore will need to be replaced to ensure that the service remains reliable. Mona referenced the fact that the current agreement does not include an estimated \$30,000 in operating costs. Mona explained that the report to the Board in May recommended removing SolTrans as the middleman, and allowing WETA to directly operate/contract the bus service as an effective way for operating the service more efficiently.

Nina Rannells, WETA, conveyed that WETA is not interested in operating buses, as the WETA focus is on Ferry service. Further, she indicated that the long-term goal for the

Vallejo Ferry service was to expand Ferry service, not bus service. Kevin Connolly mentioned that most backup bus service was provided through a private contractor, as SolTrans had not been providing much of their backup bus to the ferry service for some time. Kevin said that he believes that the \$30,000 increase in operational costs was a mistake in invoicing that his staff had found and brought to Soltrans staff's attention. He expressed that the current Route 200 bus service might be able to be scaled back, which could further reduce any financial burden that this bus service is placing on SolTrans. WETA staff referenced a request that had been sent last year to MTC to assist with replacing the three buses, and that MTC staff had responded that the burden would be on the bus operator.

Philip Kamhi, STA, provided rider information on the most recent ridership survey that included data on Route 200 (from 2009), noting that the ridership on the Route 200 had been serving a greater percentage of Vallejo/Benicia and Solano County residents than the Vallejo Ferry service. He also noted that there will be a new ridership survey that will include the Route 200 through MTC that will occur in FY 2016-17.

Daryl Halls indicated that STA continues to support the existing ferry service to Vallejo and WETA's efforts to expand ferry service to Vallejo, potentially through future RM 3 funds. He summarized Vallejo's previous bus support for the ferry when it experienced overcrowding. He indicated that he wasn't aware until this meeting that now SolTrans is just providing Route 200 service during the gaps in the day when the ferry service doesn't operate, but not as a back-up when the ferry is full. Daryl noted STA's interest in working with SolTrans and WETA to reevaluate the role of Route 200 and the potential for this route to service the new San Francisco Transbay Terminal.

Once operational staff from the three agencies have a chance to meet, a follow-up meeting with the three Executive Directors will be scheduled and then a meeting with representatives from the three agencies.

A follow-up email with both operational data and the WETA survey will be sent by Kevin Connolly to Philip Kamhi and Mike Abegg, SolTrans. WETA staff will evaluate if the current Route 200 service can be scaled back based on WETA's plans to expand ferry service. Kevin requested that an extension beyond December 31, 2016 may be necessary for any service change, therefore requested that the extension extend for another six months, until June 30, 2017, in order to allow adequate time to better plan for any necessary changes.

STA staff will obtain an update from MTC on the schedule for the next ridership survey and options for evaluating options for future Route 200 service between Vallejo and San Francisco.

Existing Ferry/Route 200 Service

Departures from Vallejo, Existing

Ferry	Route 200
5:30 AM	
	6:00 AM
6:30 AM	
7:00 AM	
7:45 AM	
8:00 AM	
Gap: 1.5 hrs	8:45 AM
9:30 AM	
10:30 AM	
Gap: 3.5 hrs	
	1:00 PM
2:00 PM	
Gap: 2 hrs	3:00 PM
4:00 PM	
4:45 PM	
5:45 PM	
6:45 PM	
	9:30 PM

2017 Revised 3-Boat Service

Departures from Vallejo, Proposed

Ferry	Route 200	Notes
5:30 AM		
6:00 AM	6:00 AM	Ferry replaces bus
6:30 AM		
7:00 AM		
7:45 AM		
8:30 AM		199 Crew adjustment from 8 AM
	8:45 AM	
9:30 AM		
10:30 AM		
12:00 PM		South City crew, interlined
Gap: 2 hrs		
	1:00 PM	
2:00 PM		
3:00 PM	3:00 PM	Ferry replaces bus
4:00 PM		
4:45 PM		
5:45 PM		
6:45 PM		
	9:30 PM	

Existing Ferry/Route 200 Service

Departures from San Francisco, Existing

Ferry	Route 200
6:35 AM	
	7:35 AM
8:15 AM	
Gap: 2.5 hrs	
	9:55 AM
10:40 AM	
11:40 AM	
Gap: 4 hrs	
	2:30 PM
3:30 PM	
	4:00 PM
4:30 PM	
	4:45 PM
5:15 PM	
5:30 PM	
6:00 PM	
	6:30 PM
7:15 PM	
8:15 PM	
	10:30 PM

2017 Revised 3-Boat Service

Departures from San Francisco, Proposed

Ferry	Route 200	Notes
6:35 AM		
7:15 AM	7:35 AM	Ferry replaces bus
8:15 AM		
9:00 AM		Revenue service for deadhead
	9:55 AM	
10:40 AM		
11:40 AM		
Gap: 3 hrs		
2:30 PM	2:30 PM	Ferry replaces bus
3:30 PM		
	4:00 PM	
4:30 PM		
	4:45 PM	
5:15 PM		
5:30 PM		
6:00 PM		
	6:30 PM	
7:15 PM		
8:15 PM		
	10:30 PM	Replaced by late Route 80 service

	New Ferry Trip
7:35 AM	Deleted Trip

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DATE: November 10, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Nathaniel Atherstone, Transit Manager, FAST
RE: Fairfield and Suisun Transit Service Changes

Background:

Fairfield and Suisun Transit (FAST) operates four of seven intercity transit routes marketed collectively as SolanoExpress. SolanoExpress routes are funded through the Intercity Funding Agreement through a combination of TDA contributions, bridge tolls, and fares. Modifications to SolanoExpress routes require review by the Consortium and concurrence of the STA Board.

Discussion:

Fairfield and Suisun Transit (FAST) is proposing to make minor modifications to the service schedule for SolanoExpress Routes 30, 40, and 90 which will be implemented on January 9, 2017. The schedule for the FAST operated SolanoExpress services have not been adjusted in more than four (4) years. With the implementation of NextBus (AVL) on the FAST fleet, FAST staff have been able to monitor actual driving times and traffic conditions for the last two months. These changes address current traffic patterns recognized on Interstate 80 and 680 throughout the day. There is no additional service frequency, and a nominal increase in daily revenue hours. These changes will result in more reliable service timing, improving on-time performance and service reliability for customers. The proposed revised schedule can be found in Attachment A. FAST staff will answer questions at the Consortium meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. FAST BUS Schedule Changes

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Current

Monday - Friday				
Fairfield to Sacramento				
30				
Fairfield		Vacaville		Dixon
Fairfield Transport Center	Solano Town Center	Vacaville Transport Center	Market Ln. Park & Ride	
M-F	6:08	6:22	6:36	M-F
M-F	6:48	6:53	7:09	7:22
M-F	6:52	7:06	7:20	M-F
M-F	11:56	12:02	12:19	12:31
M-TH	3:29	Direct Express to Sacramento		M-TH
F	3:17	Direct Express to Sacramento		F
M-TH	3:50	4:01	4:22	4:40
F	3:37	3:48	4:30	4:48
M-TH				M-TH
M-F	6:11	6:20	6:36	6:49G

Monday - Friday														
30							Monday - Friday							
UC Davis			Sacramento				UC Davis			Dixon	Vacaville	Fairfield		
Health Science	Silo	Memorial Union	Capitol Mall	9th St & L St	9th St & O St	Capital Mall	Memorial Union	Silo	Health Science	Market Ln Park & Ride	Vacaville Transportation Center	Solano Town Center	FTC	
7:32	7:37	7:45	7:00	7:06	7:06	7:13	Direct Express to Dixon			8:21	8:35	8:51	7:55G	
			7:44	7:50	7:52G	Direct Express to Dixon						8:59G		
			1:19	1:25	1:27	1:32	1:57			2:15	2:19	2:45	2:53G	
			4:29	4:35	4:37	4:42	5:07	5:15	5:20	5:31	5:46	6:02	6:10	
			4:41	4:47	4:49	4:54		5:17	5:22	5:33	5:48	6:04	6:12	
			5:15	5:25	5:27	5:32				5:48	6:03		6:19G	
			5:27	5:37	5:39	5:43				6:10	6:25		6:41G	
			5:47	5:53	5:55	6:00				6:25	6:40		6:56G	

Effective January 9, 2017

Monday - Friday				
Fairfield to Sacramento				
30				
Fairfield		Vacaville		Dixon
Fairfield Transport Center	Solano Town Center	Vacaville Transport Center	Market Ln. Park & Ride	
M-F	6:08	6:22	6:36	M-F
M-F	6:40	6:53	7:09	7:22
M-F	6:52	7:06	7:20	M-F
M-F	11:50	12:02	12:20	12:34
M-TH	3:15	Direct Express to Sacramento		M-TH
F	3:05	Direct Express to Sacramento		F
M-TH	3:50	4:01	4:22	4:40
F	3:30	3:41	4:25	4:43
M-TH				M-TH
M-F	6:45	6:54	7:10	7:33G

Monday - Friday													
30													
UC Davis			Sacramento				UC Davis			Dixon	Vacaville	Fairfield	
Health Science	Silo	Memorial Union	Capitol Mall	9th St & L St	9th St & O St	Capital Mall	Memorial Union	Silo	Health Science	Market Ln Park & Ride	Vacaville Transportation Center	Solano Town Center	FTC
7:32	7:37	7:45	7:00	7:06	7:06	7:13	Direct Express to Dixon			8:21	8:35	8:51	7:55G
Direct Express to Sacramento Direct Express to Sacramento	1:00	7:44	7:50	7:52G			Direct Express to Dixon						8:59G
		1:23	1:29	1:31	1:37	2:02				2:20	2:24	2:50	2:58G
		4:29	4:35	4:37	4:45	5:10	5:18	5:25	5:36	5:56	6:12	6:20	
		4:41	4:47	4:49	4:55		5:29	5:34	5:45	6:06	6:22	6:30	
		5:15	5:25	5:28	5:34				5:58	6:18		6:35G	
		5:27	5:37	5:39	5:43				6:20	6:35		6:51G	
		5:47	5:53	5:55	6:00				6:35	6:50		7:06G	

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Current

Saturday Service Fairfield to Sacramento			
30			
Fairfield		Vacaville	Dixon
Fairfield Transport Center	Solano Town Center	Vacaville Transport Center	Market Ln. Park & Ride
8:13	8:19	8:36	8:48
10:22	10:28	10:45	10:57
12:31	12:37	12:54	1:06

Saturday Service 30					
UC Davis		Dixon	Vacaville	Fairfield	
Arrive Memorial Union	Depart Memorial Union	Market Ln Park & Ride	Vacaville Transportation Center	Solano Town Center	Fairfield Transportation Center
9:10	9:20	9:42	9:54	10:12	10:17
11:19	11:29	11:51	12:03	12:21	12:26
1:28	1:38	2:00	2:12	2:30	2:35G

Effective January 9, 2017

Saturday Service Fairfield to Sacramento			
30			
Fairfield		Vacaville	Dixon
Fairfield Transport Center	Solano Town Center	Vacaville Transport Center	Market Ln. Park & Ride
8:05	8:12	8:29	8:41
10:20	10:27	10:44	10:56
12:35	12:42	12:59	1:11

Saturday Service 30					
UC Davis		Dixon	Vacaville	Fairfield	
Arrive Memorial Union	Depart Memorial Union	Market Ln Park & Ride	Vacaville Transportation Center	Solano Town Center	Fairfield Transportation Center
9:02	9:12	9:34	9:46	10:04	10:11
11:18	11:28	11:50	12:02	12:20	12:27
1:33	1:43	2:05	2:17	2:35	2:42G

Current

Monday - Friday				
Vacaville/Fairfield to Pleasant Hill/Walnut Creek Bart				
40				
WESTBOUND				
Vacaville Transportation Center	Fairfield Transportation Center	Benicia Park Rd. & Industrial Way	Pleasant Hill BART	Walnut Creek BART
4:58	5:15	5:31	5:54d	6:03
5:44	6:01	6:17	6:40d	6:49
6:01	6:18	6:34	6:57d	7:10
7:16	7:33	7:49	8:12d	8:25
	9:16	9:32	9:55d	10:08
	11:16	11:32	11:55d	12:08
	1:16	1:32	1:55	2:08
	3:17	3:33	3:56	4:05
	4:02	4:18	4:41	4:50
	4:37	4:53	5:16	5:25
	5:10	5:26	5:49	5:58
5:26	5:43	5:59	6:25	6:35
6:11	6:28	6:44	7:07	7:16

Monday - Friday				
Vacaville/Fairfield to Pleasant Hill/Walnut Creek Bart				
40				
EASTBOUND				
Walnut Creek BART	Pleasant Hill BART	Benicia Park Rd. & Industrial Way	FTC	Vacaville Transportation Center
6:13	6:23	6:41	7:01	7:16
6:59	7:09	7:27	7:47	8:02
7:16	7:26	7:44	8:04G	
8:30	8:40	8:53	9:15G	
10:18	10:28	10:41	11:03	
12:18	12:28	12:41	1:03	
2:18	2:28	2:41	3:03G	
4:15	4:25	4:43	5:11	5:26
5:00	5:10	5:28	5:56	6:11
5:35	5:45	6:03	6:31	6:46
6:08	6:18	6:36	7:04	7:19G
6:41	6:51	7:09	7:29	7:44
7:26	7:36	7:54	8:14	8:29

Effective January 9, 2017

Monday - Friday				
Vacaville/Fairfield to Pleasant Hill/Walnut Creek Bart				
40				
WESTBOUND				
Vacaville Transportation Center	Fairfield Transportation Center	Benicia Park Rd. & Industrial Way	Pleasant Hill BART	Walnut Creek BART
4:46	5:03	5:31	5:54d	6:03
5:39	5:56	6:17	6:40d	6:49
5:56	6:13	6:34	6:57d	7:10
7:16	7:33	7:49	8:12d	8:25
	9:16	9:32	9:55d	10:08
	11:16	11:32	11:55d	12:08
	1:16	1:32	1:55	2:08
	2:57	3:13	3:36	3:45
	3:42	3:58	4:21	4:30
	4:37	4:53	5:16	5:25
	5:10	5:29	5:49	5:58
5:20	5:37	5:56	6:19	6:28
6:05	6:22	6:41	7:04	7:13

Monday - Friday				
Vacaville/Fairfield to Pleasant Hill/Walnut Creek Bart				
40				
EASTBOUND				
Walnut Creek BART	Pleasant Hill BART	Benicia Park Rd. & Industrial Way	FTC	Vacaville Transportation Center
6:13	6:23	6:41	7:01	7:16
6:59	7:09	7:27	7:47	8:02
7:16	7:26	7:44	8:04G	
8:30	8:40	8:56	9:15G	
10:18	10:28	10:44	11:03	
12:18	12:28	12:44	1:03	
2:18	2:28	2:44	3:03G	
3:55	4:05	4:23	4:51	5:16
4:40	4:50	5:08	5:36	6:01
5:35	5:45	6:03	6:31	6:46
6:08	6:18	6:36	7:04	7:19G
6:38	6:48	7:06	7:34	7:48
7:20	7:30	7:48	8:16	8:30

Effective January 9, 2017

Monday - Friday Service		
Fairfield to El Cerrito del Norte BART		
90		
WESTBOUND		
Suisun City AMTRAK	Fairfield Transportation Center	Arrive El Cerrito del Norte BART
	4:10	4:50
4:36	4:45	5:30
4:55	5:05	5:50
5:15	5:25	6:05
5:35	5:45	6:25
5:50	6:00	6:41
	6:15	6:55
6:15	6:30	7:10
6:30	6:45	7:25
6:50	7:00	7:40
7:05	7:15	7:55
7:23	7:37	8:17
7:46	8:15	8:55
	8:42	9:25
	9:42	10:25
	10:42	11:25
	12:42	1:25
	1:42	2:25
	2:21	3:01
	2:42	3:25
	3:01	3:44
	3:41	4:24
	3:42	4:25
4:18	4:10	4:53
	4:42	5:25
	4:52	5:35
	4:59	5:42
	5:11	5:54
	5:42	6:22
5:38	5:47	6:30
6:02	6:09	6:52
	6:10	6:53
	6:47	7:30

Effective January 9, 2017

Monday - Friday Service		
Fairfield to El Cerrito del Norte BART		
90		
EASTBOUND		
Depart El Cerrito del Norte BART	Fairfield Transportation Center	Suisun City AMTRAK
5:00	5:39	5:50
5:40	6:19	6:30
6:00	6:40	6:50
6:17	6:56	7:05
6:22	7:02	
7:00	7:39	7:46
7:40	8:20	
8:31	9:15	
8:55	9:35	
9:31	10:15	
10:31	11:15	
11:31	12:15	
1:31	2:15	
2:31	3:15	
3:01	3:41	
3:33	4:12	4:18
4:06	4:46	
4:31	5:11	5:18
4:46	5:26	5:38
5:00	5:40	
5:15	5:55	6:02
5:31	6:11	6:18
5:46	6:26	6:33
6:04	6:44	
6:16	6:56	7:03
6:31	7:11	
6:46	7:26	7:33
7:06	7:46	
7:15	7:55	8:02
7:32	8:12	

Saturday Service
Fairfield to El Cerrito del Norte BART
90

WESTBOUND		
Suisun City AMTRAK	Fairfield Transportation Center	Arrive El Cerrito del Norte BART
9:00	9:07	9:52
10:00	10:07	10:52
11:00	11:07	11:52
12:00	12:07	12:52
1:00	1:07	1:52
2:00	2:07	2:52
3:00	3:07	3:52
4:00	4:07	4:52
5:00	5:07	5:52
6:00	6:07	6:52

Saturday Service
Fairfield to El Cerrito del Norte BART
90

EASTBOUND		
El Cerrito del Norte BART	Fairfield Transportation Center	Arrive Suisun City AMTRAK
10:00	10:45	10:52
11:00	11:45	11:52
12:00	12:45	12:52
1:00	1:45	1:52
2:00	2:45	2:52
3:00	3:45	3:52
4:00	4:45	4:52
5:00	5:45	5:52
6:00	6:45	6:52
7:00	7:45	7:52



DATE: November 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Plan Bay Area Update and One Bay Area Grant Cycle 2 (OBAG 2) Project Submittal

Background:

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

MTC prepared 3 varying land use and transportation investment scenarios (Downtowns, Connected Neighborhoods and Big Cities), and asked for public comment. Based on these comments, MTC released a Draft Preferred Land Use scenario, and invited further comments. The final Scenario is scheduled to be adopted on November 17, 2016 by both the Association of Bay Area Governments (ABAG) and MTC.

One of the primary funding programs in Plan Bay Area is the One Bay Area Grant (OBAG) program, which consists of block grants of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals. The STA Board issued a Call for Projects for \$4.646 million of Congestion Mitigation and Air Quality (CMAQ) funds on September 14, 2016, with applications being due on November 18, 2016. At the same meeting, the STA Board programmed \$12.7 million in STP funds to the cities for STP eligible projects, including local road maintenance, and STA for planning and project development activities over the next five years. The County was allocated \$3.5 million in federal and road funds and Priority Conservation Area (PCA) funds.

Discussion:

Land Use and Transportation Scenario.

MTC prepared 3 land use scenarios (Downtowns, Connected Neighborhoods and Big Cities) and released them for comment in the early summer. Based upon comments from various public agencies (cities, counties, transit providers), advocacy groups and members of the public, MTC released a preferred scenario in September 2016. Subsequently, STA submitted a formal comment letter (Attachment A), and Solano County and the cities of Vacaville and Fairfield had phone conversations with MTC staff. Per STA's request, MTC has adjusted the Preferred Scenario to once again include the I-80 Express Lane extension from North Texas Street to I-

505. MTC staff has not confirmed that they have adjusted the boundaries of the City of Fairfield to ensure that the residential growth in the Train Station Specific Plan is allocated to the city, and not to Solano County.

In addition, MTC has adjusted the housing and employment distribution to show less growth in the 'Bayside Cities' and more in both the Big 3 and the Inland/Delta communities that include all of Solano County. Assuming that MTC does make that technical correction, STA staff is supportive of the transportation improvements included for Solano County in the Preferred Scenario. MTC's analysis on how well the revised Preferred Scenario meets the performance goals of Plan Bay Area is provided as Attachment B.

OBAG 2 Project Submittals.

STA staff will provide a list and summary of the OBAG 2 applications once the November 18 2016 deadline has passed. Project fund requests will be shown, along with STA staff assessment of whether or not the project helps meet the requirement that 50% of OBAG 2 funds be spent in or in support of Priority Development Areas. A detailed assessment and preliminary funding recommendation will follow in December 2016.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachments:

- A. STA Letter on Draft Preferred Scenario
- B. MTC Assessment of Draft Preferred Scenario



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

October 14, 2016

*Via Electronic Mail**Page 1 of 2*

Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale St.
San Francisco, California 94105

Bradford Paul
Deputy Executive Director
Association of Bay Area Governments
375 Beale St.
San Francisco, California 94105

RE: STA Comments on the Draft Preferred Scenario for Plan Bay Area 2040

Dear Mr. Heminger and Mr. Paul:

The Solano Transportation Authority (STA) appreciates this opportunity to provide comment on the Draft Preferred Scenario for the update of Plan Bay Area 2040. First, we would like to thank the staff of MTC and ABAG have made both to audiences in Solano County and to the Bay Area Congestion Management Agencies. As a result, we believe we are well informed as to the contents of the Draft Preferred Scenario. Overall, STA supports the transportation investments and regional land use projections found in the Draft Preferred Scenario with three specific requests for modification.

Our first comment pertains to the elimination of the extension of the Express Lanes Network on Interstate 80 from Air Base Parkway to I-505. STA has been working with Caltrans, and MTC, through the Bay Area Investment Finance Authority (BAIFA) and the Bay Area Toll Authority (BATA), to convert the High Occupancy Vehicle (HOV) lanes on I-80 to Express Lanes and to extend the I-80 Express Lane system. This extension will support both the existing and planned expansion of the intercity commuter bus program in Solano County, known as Solano Express, with the added benefit of helping expand the county's carpool and vanpool participation rates. Second, it will address a significant freeway congestion point in Solano County, which occurs where the HOV lane ends and the freeway width drops from five lanes to four.

The conversion of the I-80 HOV Lanes to Express Lanes and the extension of the Express Lane network from Fairfield in to Vacaville is already being designed by STA with funding provided by BATA, and can be accomplished within the next five years. For this reason, STA requests that the fully funded Solano Express Lane conversion and extension project be included in the transportation investments contained in the Draft Preferred Scenario.

There are additional express Lanes planned for Solano County. These include both Interstate 80 through the City of Vallejo and Interstate 680 from the Benicia Bridge to Interstate 80. Because these are longer term projects, STA requests that they be shown as projects for study, and not fully funded for construction. They should nonetheless be included in the Draft Preferred Scenario.

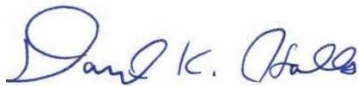
Our second comment is related to details of projected growth. Specifically, the housing development projected for unincorporated Solano County shows an additional 7,800 dwelling units in the timeframe from 2010 to 2040. During the same time period, the City of Fairfield is projected to grow by only 4,500 new dwelling units. We believe that this is caused by MTC and ABAG not accurately reflecting annexations that have already occurred from the County into the City of Fairfield. This increase in projected housing growth in the unincorporated County is in conflict with the Solano County voter

approved Orderly Growth Initiative passed in the 1980 and subsequently extended by Solano County voters in 2008. We request MTC and ABAG staff modify their maps and data to accurately reflect the amount and location of the new housing development around the Fairfield Vacaville intermodal station in northeast Fairfield.

Our third comment is more general. STA understands that MTC and ABAG must create a plan that meets the requirements of SB 375. To do that, the agencies in part rely upon new and not yet fully vetted modeling techniques, including use of UrbanSim. The result of that modeling is a projection that Solano County and its seven cities will have a slightly more housing that is shown in the current (2035) version of Plan Bay Area, but will have almost 22,000 fewer jobs than is currently projected. Based upon past and current land use development, we believe that the Draft Preferred Scenario Significantly under estimates future employment growth in Solano County. This would result in a significant increase in the jobs and housing imbalance for Solano County resulting in increased traffic impacts, air quality impacts and would be inconsistent with state, regional and local efforts to achieved SB 375 goals for reduction of greenhouse gases.

Thank you again for this opportunity to participate in the development of the Draft Preferred Scenario for Plan Bay Area 2040 and for considering these comments. Please contact Robert Macaulay, Director of Planning for any questions at (707) 424-6075 or email him at rmacaulay@sta.ca.gov.

Sincerely,



Daryl Halls
STA Executive Director

Cc: STA Board Members
Bill Emlen, Director of Resource Management, County of Solano
Karl Dumas, Director of Community Development, City of Fairfield
Robert Macaulay, Director of Planning, STA

Plan
BayArea
2040



DRAFT PREFERRED SCENARIO: OVERVIEW OF GROWTH PATTERN & INVESTMENT STRATEGY



Matt Maloney, MTC – October 18, 2016
Bay Area Partnership Board

Plan
BayArea
2040

**Plan Bay Area 2040 establishes a 24-year regional
vision for growth and investment.**

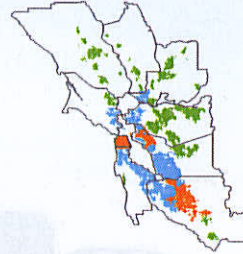
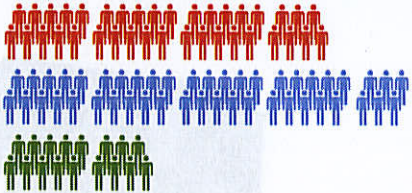


Our economy is booming – but we're not building enough housing.

Plan
BayArea
2040

Jobs added from 2011 through 2015:
501,000

Housing units built from 2011 through 2015:
65,000



Big 3 Cities:

1 housing unit built for every
7 jobs created

Bayside Cities and Towns:

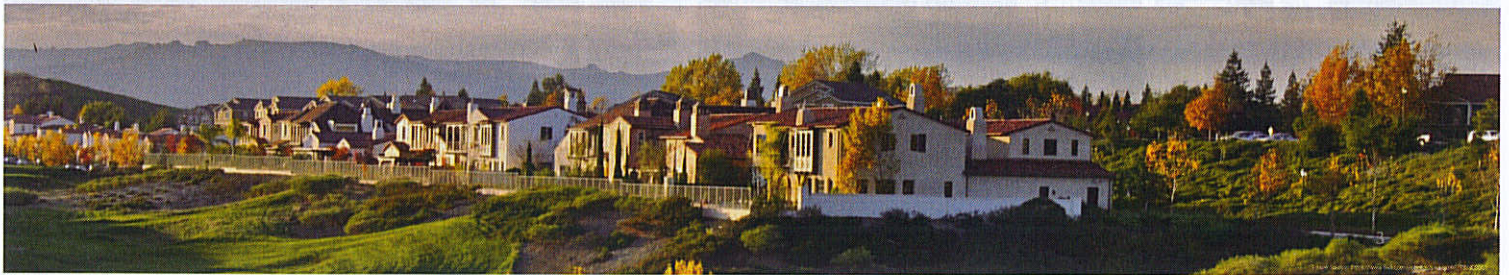
1 housing unit built for every
15 jobs created

Inland, Coastal, Delta Cities and Towns:

1 housing unit built for every
3 jobs created

Regionally: 1 house was built for every **8 jobs** created

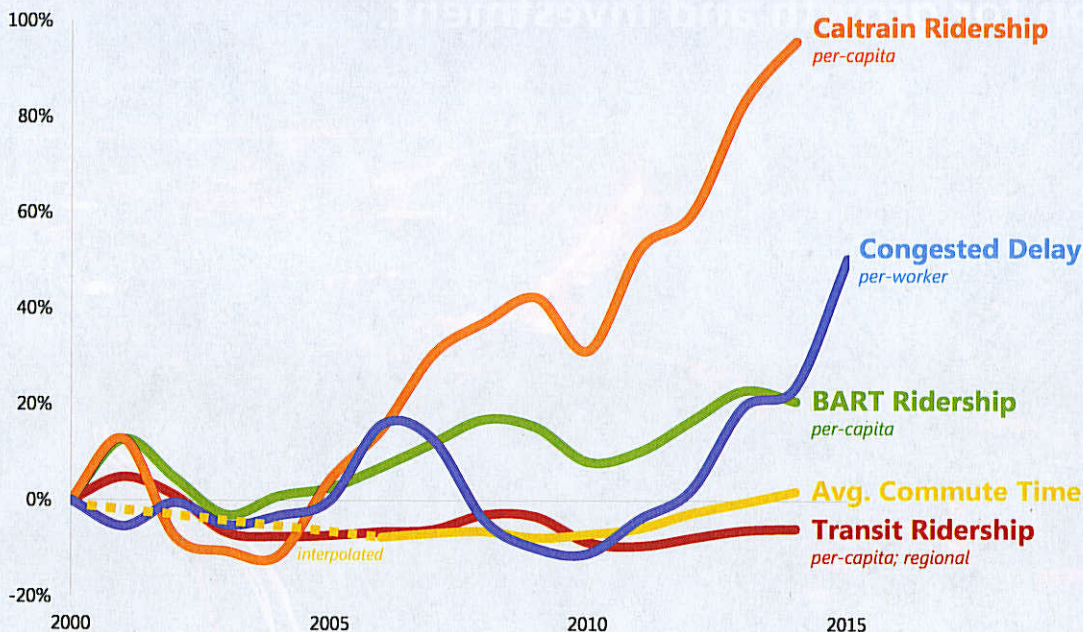
<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



This current boom is translating into new pressures on our transportation system – even worse than the “dot com” boom.

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2040

% CHANGE SINCE 2000



Source: Vital Signs (MTC 2015; ACS 2014; NTD 2014)



Working within these constraints – and keeping this update limited and focused – we achieve 5 of the 13 ambitious targets.

Plan
BayArea
2040

SUMMARY OF THE DRAFT PREFERRED SCENARIO PERFORMANCE TARGET RESULTS

Performance targets highlighted in this presentation are marked with an asterisk (*).

Refer to **Attachment A** of the performance item for detailed results.

Note that target results are subject to change as scenarios are further refined this fall, and as scenarios are ultimately analyzed against the 2040 horizon year.

TARGET ACHIEVED (5)



Climate Protection*



Adequate Housing



Open Space and Agricultural Preservation*



Middle-Wage Job Creation



Goods Movement/ Congestion Reduction*

RIGHT DIRECTION (5)



Healthy and Safe Communities



Affordable Housing



Non-Auto Mode Shift*



Road Maintenance*



Transit Maintenance

WRONG DIRECTION (3)



Housing + Transportation Affordability*



Displacement Risk*



Access to Jobs

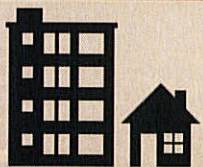
5

Plan
BayArea
2040

The Draft Preferred Scenario combines elements of the three scenarios evaluated so far, while balancing local priorities as well.

LAND USE

TRANSPORTATION



PLANNING FOR GROWTH



MAINTAINING EXISTING SYSTEMS



STRATEGIC MODERNIZATION & EXPANSION



KEY SOCIAL EQUITY FINDINGS



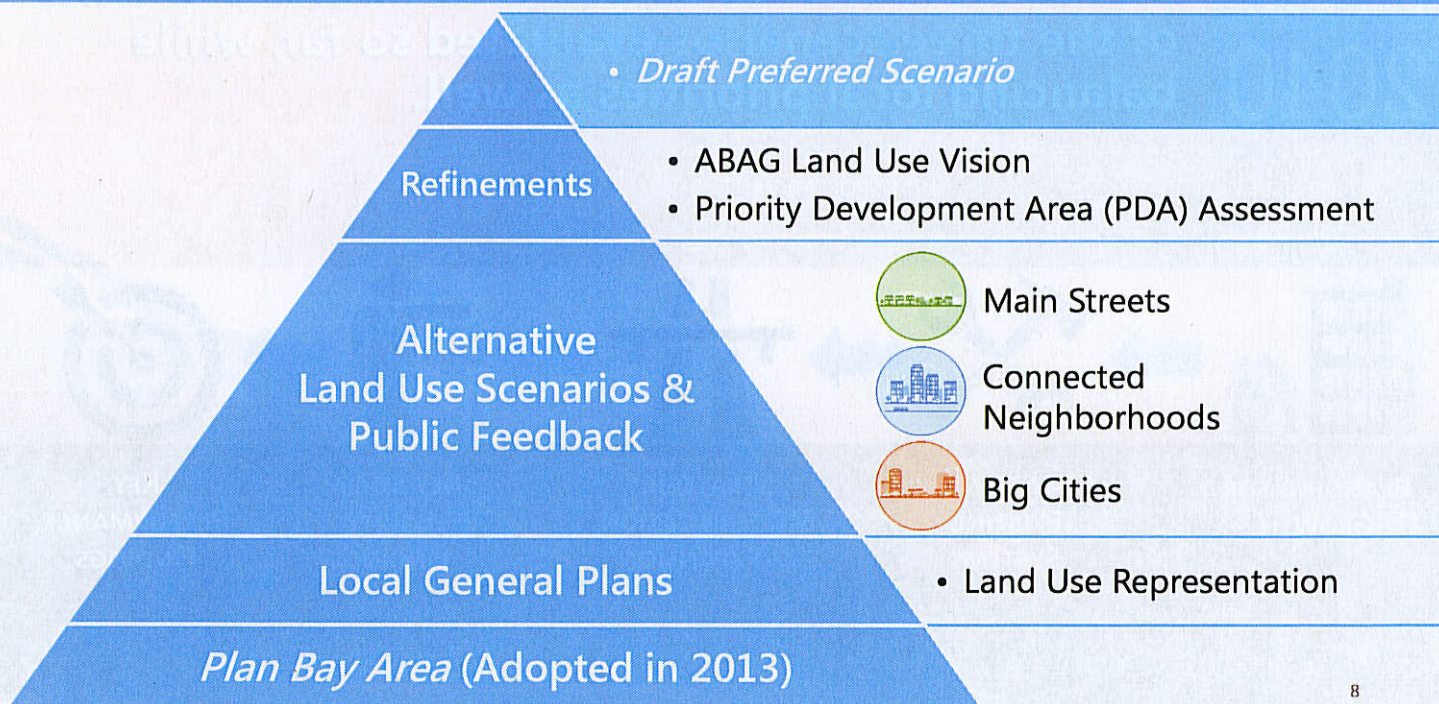
KEY PERFORMANCE FINDINGS

6

Identifying a feasible pattern for regional growth was the first step in crafting the Draft Preferred Scenario.



The Draft Preferred Scenario builds on *Plan Bay Area*.



Land use strategies influence the location of future housing and jobs.

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BayArea
2040

The **Draft Preferred Scenario** has the following key strategies for land use:



Keep **current urban growth boundaries** in place.



Apply **inclusionary zoning** in all cities with PDAs.



Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.



Assign **higher densities** than currently allowed by cities to select PDAs.



Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.



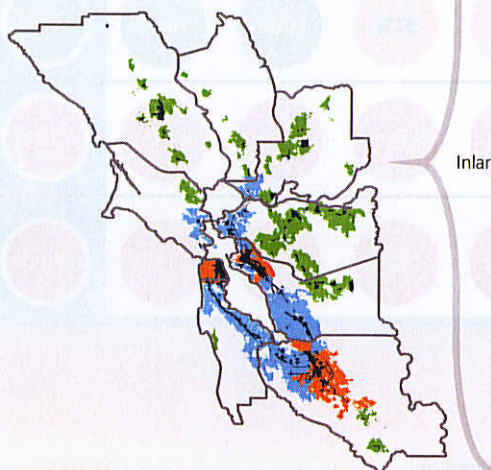
Assume **subsidies** stimulate housing and commercial development within PDAs.



Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Plan
BayArea
2040

Where will the region plan for the **820,000** new households?



Big 3 Cities



Bayside



Inland, Coastal, Delta



in PDA



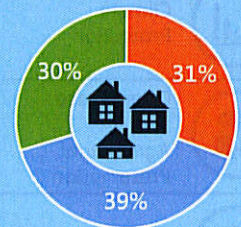
75%

outside PDA

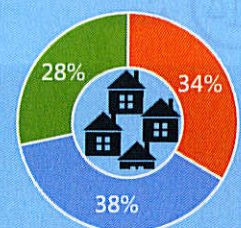


25%

2010: **2.6 million** households



2040: **3.4 million** households

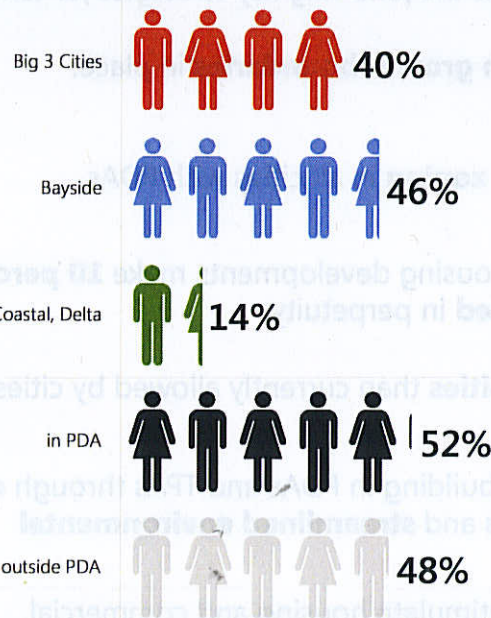
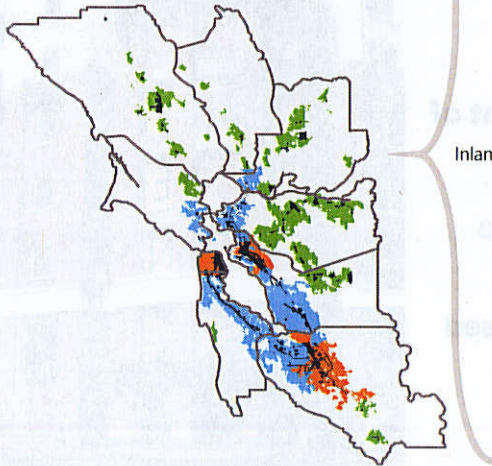


10

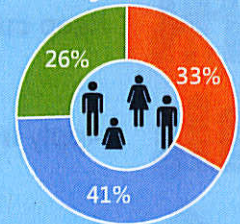
Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

Plan
BayArea
2040

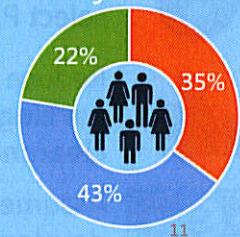
Where will the region plan for the 1.3 million new jobs?



2010: **3.4 million** jobs







2040: **4.7 million** jobs



The Draft Preferred land use pattern meets our environmental goals, but it does not solve the region's affordability issues.

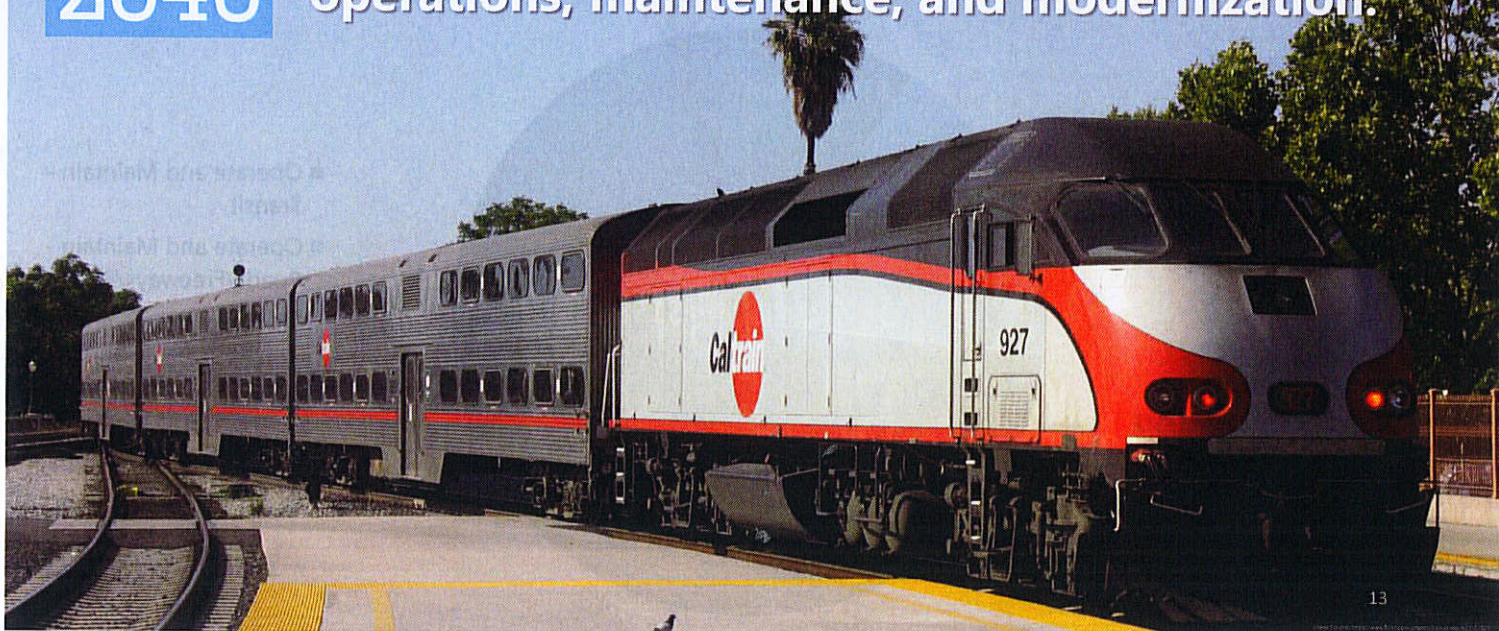
Plan
BayArea
2040

Goal	TARGET			No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred
 Climate Protection	1	Reduce per-capita CO ₂ emissions	-15%	-5%	-15%	-18%	-20%	-18%
 Open Space and Agricultural Preservation	4	Direct development within urban footprint	100%	87%	91%	100%	100%	100%
 Equitable Access	5	Decrease H+T share for lower-income households*	-10%	+14%	+13%	+13%	+13%	+13%
 Equitable Access	7	Do not increase share of households at risk of displacement*	+0%	+18%	+11%	+13%	+15%	+9%

* = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040

Plan BayArea 2040

The Draft Preferred Scenario supports focused growth by prioritizing transportation operations, maintenance, and modernization.



Fortunately, the region has significant resources for improving our transportation system – especially voter-approved sales taxes.

Plan BayArea 2040

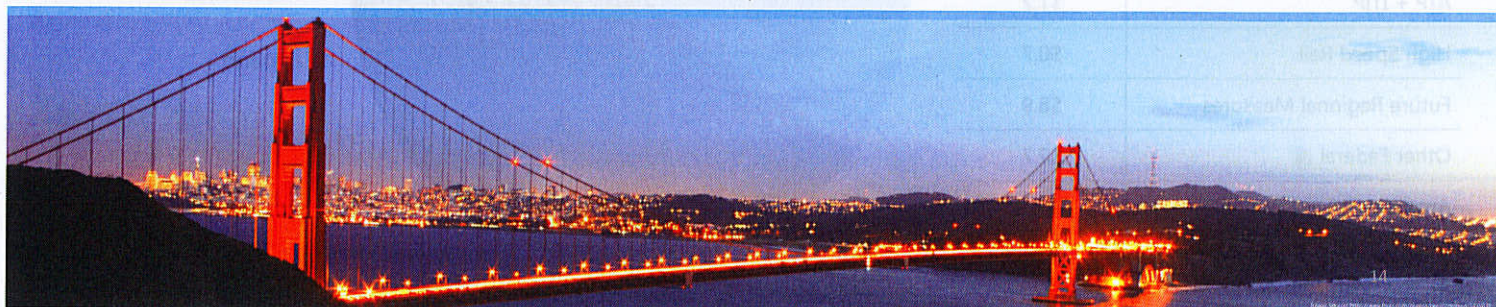
Revenue Envelope for Plan Bay Area 2040

■ Federal ■ State ■ Regional ■ Local ■ Anticipated ⚡ 2016 Transportation Ballot Measures



\$310 billion

Year of Expenditure \$



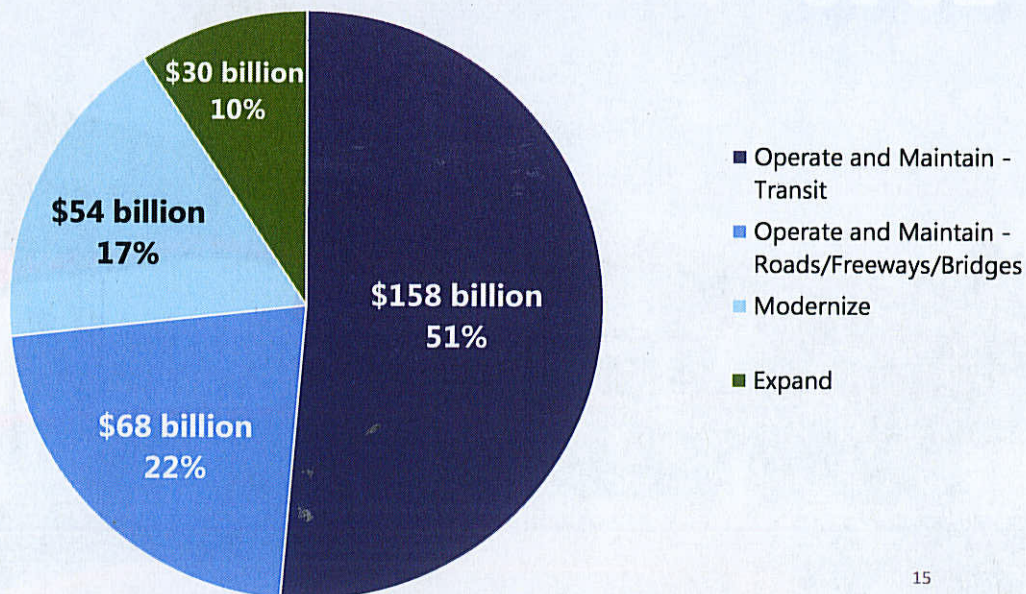
The Draft Preferred Scenario allocates over 90 percent of funds towards maintenance and modernization, similar to Plan Bay Area.

Plan
BayArea
2040

Total Plan Bay Area 2040 Expenditures - \$310 billion
(in billions of \$YOE)

90%
**Operate, Maintain,
and Modernize**

10%
**Expand Existing
System**



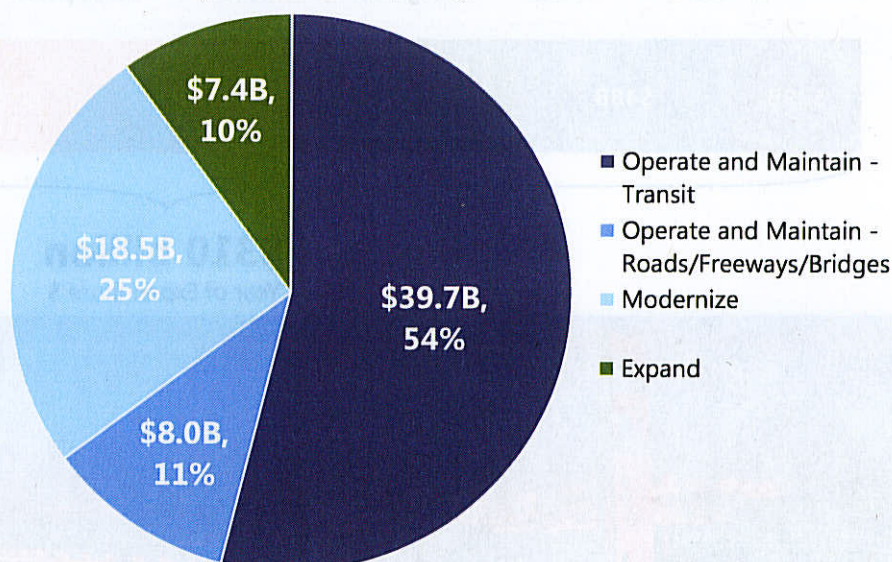
15

Future regional discretionary revenues support maintaining the existing system while balancing modernizing and expanding.

Plan
BayArea
2040

Major Discretionary Fund Sources	Amount (in billions)
FTA Formula Funds + Other Cond. Discr. Sources	\$30.1
STP-CMAQ	\$4.8
New Starts/Small Starts/ Core Capacity	\$5.0
Cap and Trade	\$4.8
STA-Pop	\$1.9
ATP + ITIP	\$1.2
High Speed Rail	\$0.7
Future Regional Measures	\$8.9
Other Federal	\$2.7
Anticipated/Unspecified	\$14.0

Regional Discretionary Revenue - \$74 billion
(in billions of \$YOE)



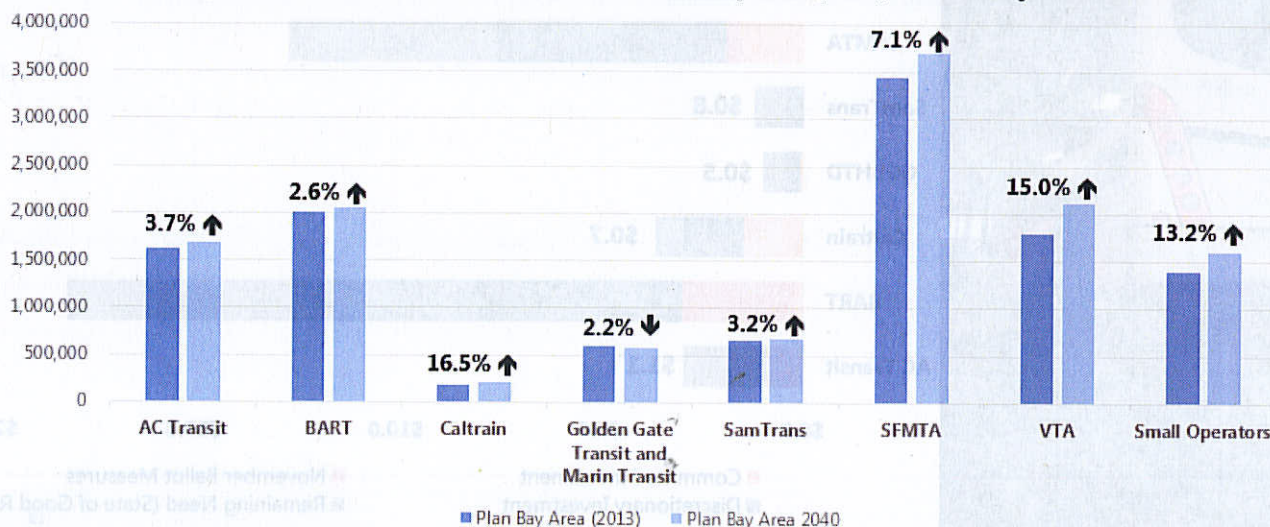
16

Operating and maintaining the existing system remains our top priority, despite its high costs.

Plan Bay Area
2040

The Draft Preferred Scenario fully funds existing operations in line with the original Plan Bay Area, increasing transit service **by 7.5%** over PBA 2013 levels. Annual costs are **25% higher**, however.

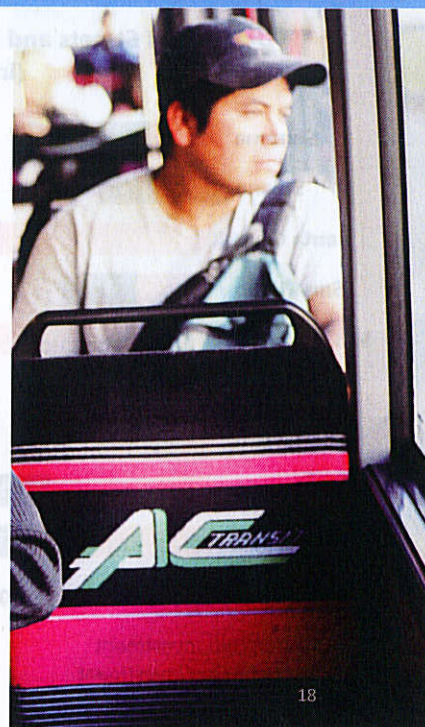
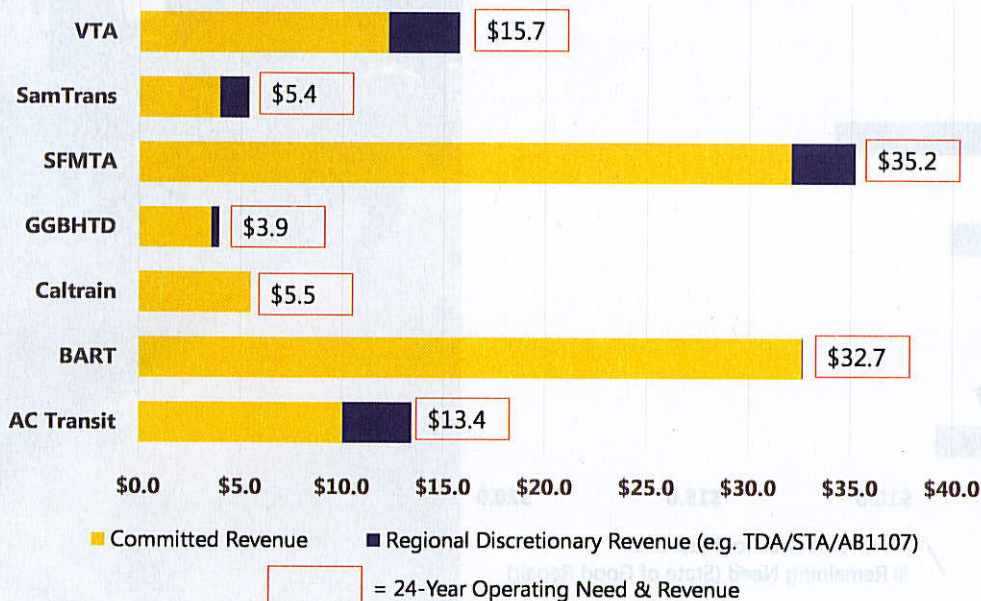
Change in Revenue Vehicle Hours Funded in Plan Bay Area (2013) vs. Plan Bay Area 2040



Discretionary revenue is used to close the gaps on transit operating expenses over the next 24 years.

Plan Bay Area
2040

Draft Transit Operating Needs and Funding, 2017 - 2040
(In billions of YOES)

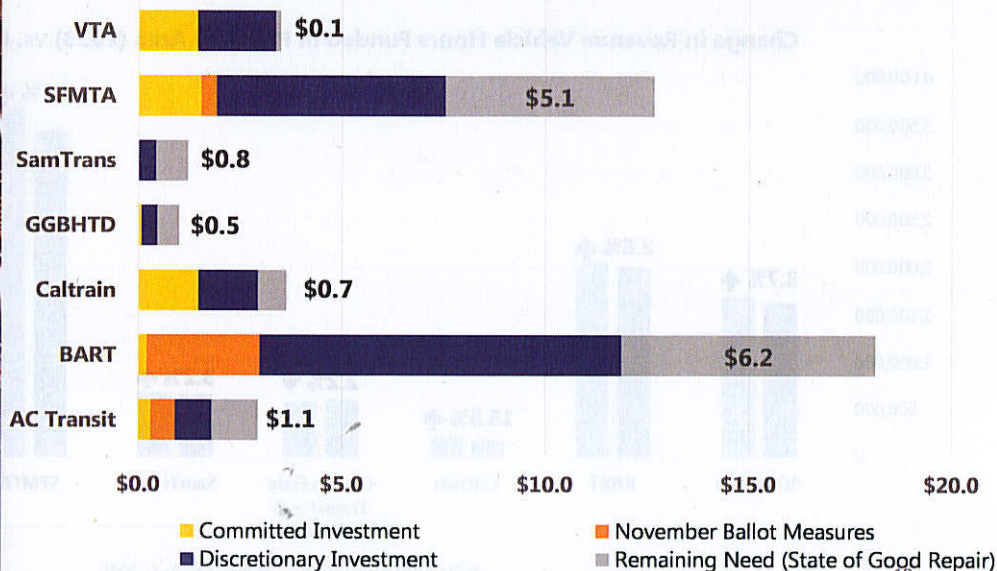


Maintenance funding is directed to highest asset need, but does not fully achieve a state of good repair for transit capital.

Plan
BayArea
2040



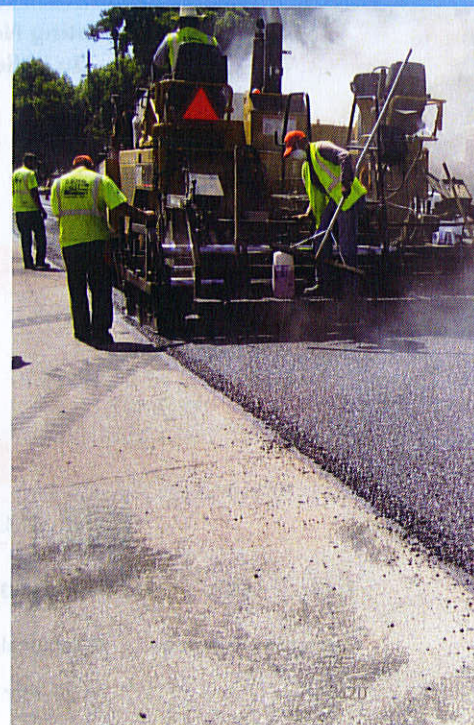
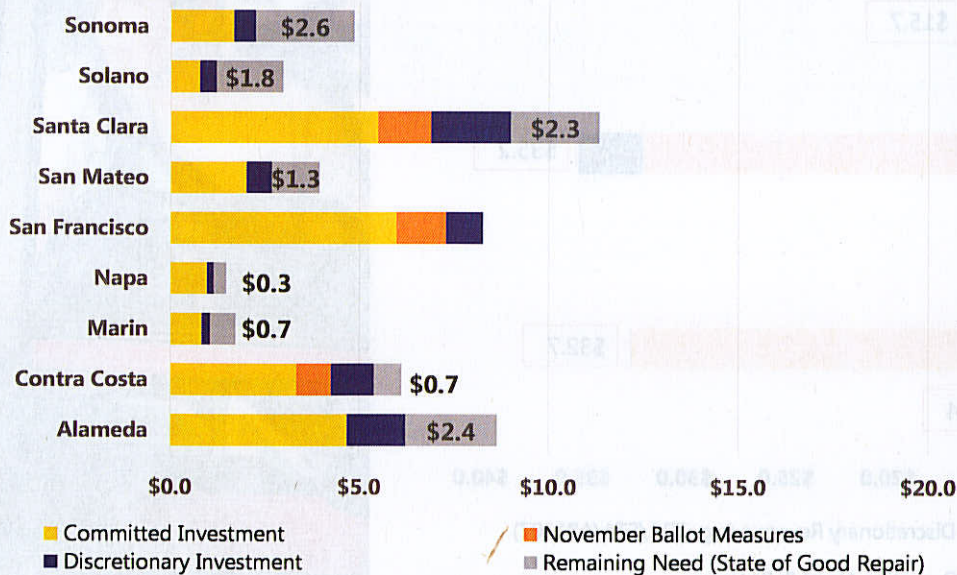
Draft Transit Capital Needs and Funding, 2017 - 2040
(In billions of YOES)



Funding for local streets and roads also brings us closer, but not completely, to a state of good repair.

Plan
BayArea
2040

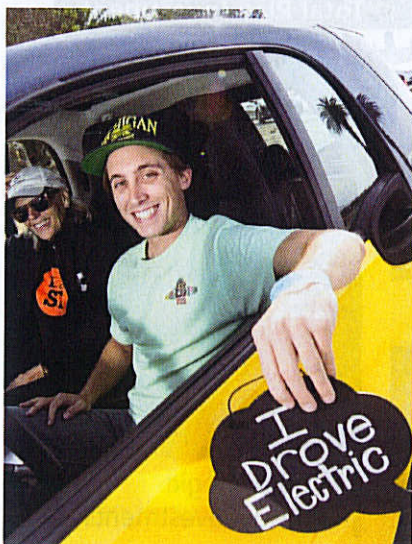
Draft Local Streets and Roads Needs and Funding, 2017 - 2040
(In billions of YOES)



Future regional funding is also directed to three key issue areas for Plan Bay Area 2040.

Plan
BayArea
2040

Closing the GHG Gap



Sustainable Goods Movement



Core Capacity Transit



21

Most of the draft Plan's GHG emission reductions will come from MTC's Climate Initiatives Program.

Plan
BayArea
2040

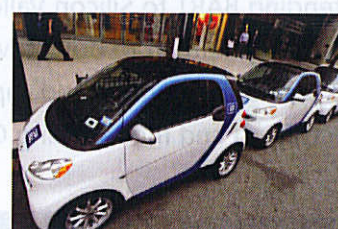
Transportation and land use strategies are not enough to meet the climate goals of SB375, requiring the following additional programs:



Transportation Demand Management



Alternative Fuel/Vehicle Strategies



Car Sharing and Vanpool Incentives

Strategy	Local/Comm.	Regional Discr.	Total Plan Investment
Regional Climate Initiatives Program	\$36 million	\$490 million	\$526 million

Total = **11%** reduction in greenhouse gas emissions from 2005

22

Almost \$3 billion of discretionary funding would go toward modernizing the region's goods movement network.

Plan
BayArea
2040

The draft investment strategy seeks to improve goods movement operations while also increasing the environmental sustainability of the sector.

Strategy	Local/Comm.	Regional Discr.	Total Plan Investment
Modernizing Infrastructure	\$2,300 million	\$2,200 million	\$4,500 million
Clean Fuels and Impact Reduction		\$350 million	\$350 million
Smart Deliveries and Operations		\$300 million	\$300 million



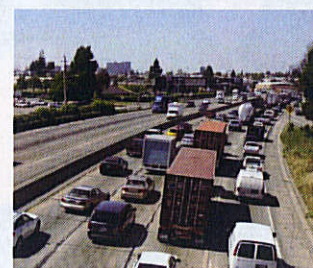
Increase efficiency within the Port of Oakland



Reduce emissions of small trucks



Reduce neighborhood impacts



Fund strategic highway investments

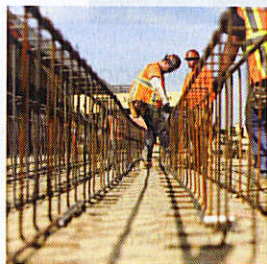
23

Draft Plan investment would provide transit crowding relief throughout the region's core.

Plan
BayArea
2040

Major investments include:

- Extending BART to Silicon Valley
- Extending Caltrain to downtown San Francisco
- Increasing frequencies and capacity on BART
- Electrifying and modernizing Caltrain
- Bus rapid transit in San Francisco and Silicon Valley
- More vehicles for SFMTA, AC Transit, VTA and WETA
- Transit priority infrastructure in San Francisco and along the Bay Bridge approaches



Location	Total Plan Investment*
Transbay Corridor	\$5.8 billion
Peninsula Corridor	\$7.3 billion
Within San Francisco	\$3.9 billion
Within Santa Clara County	\$8.1 billion
Planning for future capacity projects	\$0.8 billion



*Includes funding from local/committed sources, regional discretionary sources and November 2016 ballot measures

24

Transportation investments would benefit low-income residents but affordability is the primary challenge.

Plan
BayArea
2040

TRANSPORTATION FUNDING ALLOCATION FOR DRAFT PREFERRED SCENARIO

	Share of Population	Share of Investment Benefit		
		Transit	Roadway	Total
Low-Income	24%	45%	26%	42%
Minority	59%	58%	52%	57%

EQUITY MEASURE SUMMARY FOR DRAFT PREFERRED SCENARIO

Equity Measure	Better Performance in Disadvantaged Communities?	Disadvantaged Communities Moving in the Right Direction?
Access to Jobs	Yes	Yes
Risk of Displacement	Yes	No
Healthy and Safe Communities	Same	Yes
Middle-Wage Job Creation	N/A	Yes
Housing + Transportation Affordability	No	No
Affordable Housing	No	No



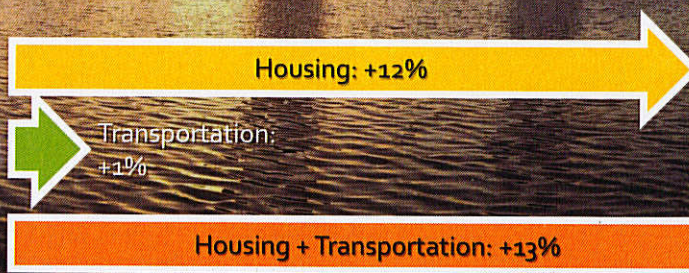
Plan
BayArea
2040

If we really want to address affordability and equity challenges, action is needed by an engaged public and by all levels of government. Only the most aggressive policies will be sufficient to deal with our housing crisis.

Housing +
Transportation
Costs
(as a share of
income)*

54%
of
household
income

2005



67%
of
household
income

2040

* = for lower-income households

Plan Bay Area 2040

Next Steps

October

- Comments on Draft Preferred Due **(October 14)**
- Revise Preferred Scenario

November

- Adopt Revised Preferred Scenario
- Begin CEQA Review

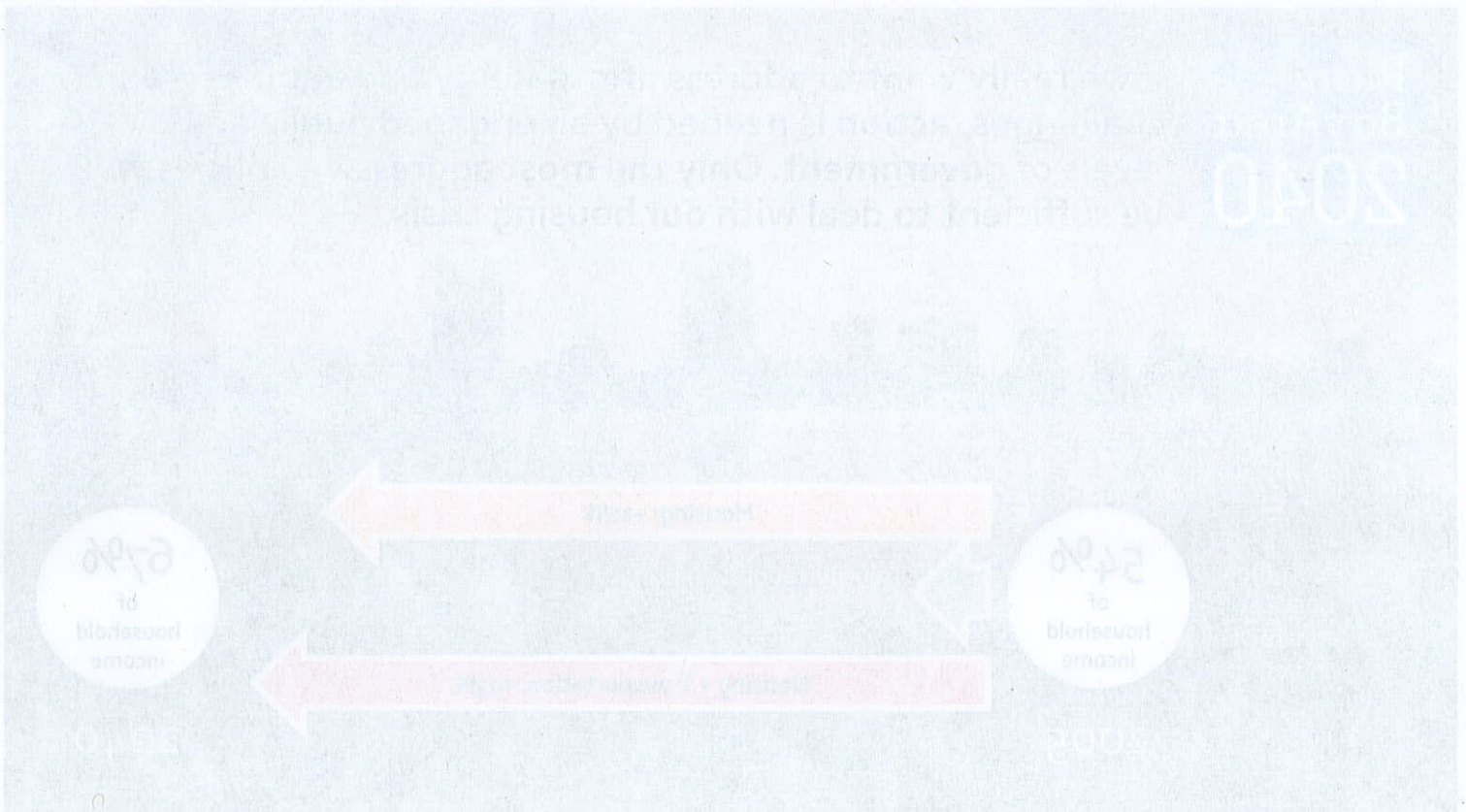
Spring 2017

- Release Draft Plan
- Release Draft EIR

Summer 2017

- Adopt Plan Bay Area 2040
- Certify EIR

27





DATE: November 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program
Annual Report for Fiscal Year (FY) 2015-16

Background:

Since July 2012, STA, in its role as the Consolidated Transportation Service Agency (CTSA) for Solano County, has been working with consultants, the Solano Transit Operators, the Senior and People with Disabilities Advisory Committee and Paratransit Coordinating Council to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. STA staff has been gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities, but staff will only be discussing the first element in the update:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

Discussion:

Countywide In-Person ADA Eligibility Program Update

Between July 2015 and June 2016, CARE Evaluators scheduled 1,990 ADA eligibility interviews and conducted 1,332 evaluations in Solano County. The number of completed evaluations in FY 2015-16 decreased by 147 (11%) from FY 2014-15.

From July 1, 2015 to June 30, 2016, 950 of the 1,185 applicants were new applicants and 235 were applicants seeking recertification. This is an increase of 74 (46%) more re-certifications over FY 2014-15.

Of the 1,186 assessments that took place from July 2015 through June 2016, 974 were given unrestricted eligibility (82%), 20 were denied, 12 were given trip-by-trip eligibility, 64 were given conditional eligibility, and 116 were given temporary eligibility.

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. From July 1, 2015 to June 30, 2016, 615 out of 1,186 (52%) of all assessments requested a paratransit trip to the assessment site.

Many of the applicants who completed the in-person assessment presented with more than one type of disability. The most common type of disability reported was a physical disability (1,100-93%) followed by cognitive disability (305-26%) and visual disability (170-14%), and auditory disability (81-7%).

Recommendation:

Informational.

Attachment:

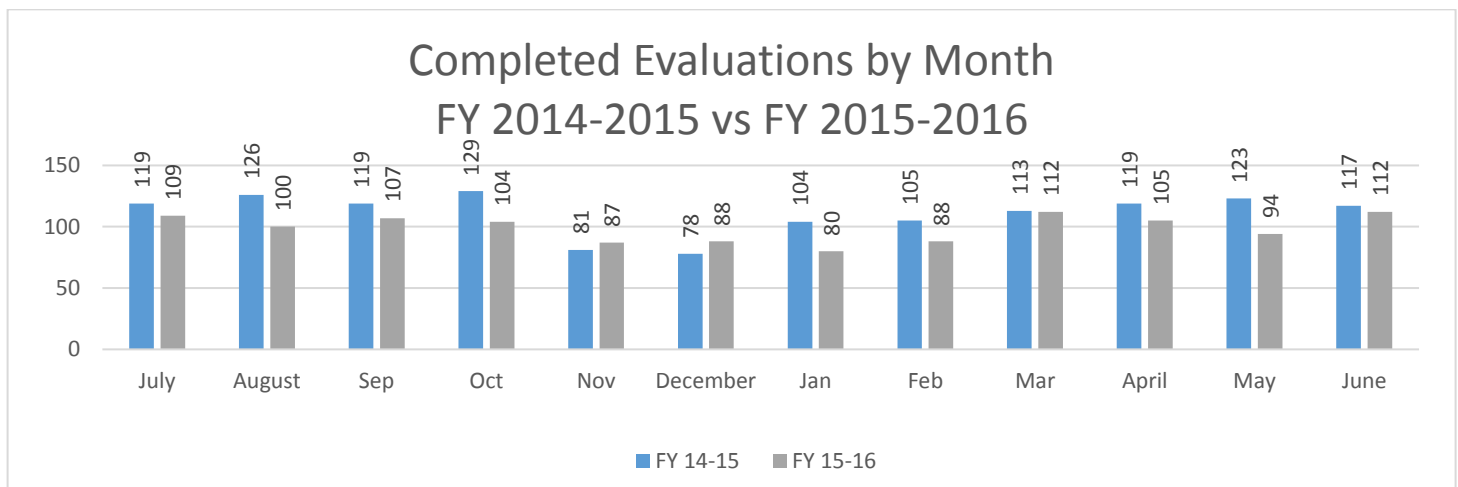
A. Countywide In-Person ADA Eligibility Program FY 2015-16 Annual Report

Countywide In-Person ADA Eligibility Program FY 15-16 Annual Progress Report

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	1186	21	445	10	460	250
Cancellations	462	3	156	4	188	107
No-Shows	237	2	81	2	108	44
<i>Incompletion Rate</i>	37%	19%	35%	38%	39%	38%

Comparison of Completed Evaluation by Month



New versus Recertification

NEW		RECERTIFICATION	
Unrestricted	771	Unrestricted	202
Conditional	50	Conditional	14
Trip-by-trip	11	Trip-by-trip	1
Temporary	100	Temporary	16
Denied	18	Denied	2
TOTAL	950	TOTAL	235

Eligibility Results by Service Area

Eligibility Results By Service Area						
	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	974	15	353	9	382	224
Conditional	64	2	30	0	23	9
Trip-by-trip	12	0	5	0	6	1
Temporary	116	4	46	1	43	22
Denied	20	0	11	0	6	3
Totals	1186	21	445	10	460	259

Paratransit vs. Own Transportation

Transportation to and from In-Person Assessment						
	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	571	7	207	5	225	126
Complementary Paratransit	615	14	238	5	235	124
Paratransit %	52%	67%	53%	50%	51%	50%

Type of Disability

Disability Type Countywide and by Service Area						
	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	1100	18	411	7	437	228
Cognitive	305	10	120	3	105	67
Visual	170	3	68	1	56	42
Audio	81	2	22	1	32	24
Totals	1656	33	621	12	630	361



DATE: November 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Solano Mobility Travel Training Report- November 2016

Background:

The Solano County Mobility Management Program was established based on culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities and several STA led planning efforts. STA, in its role as the Consolidated Transportation Service Agency (CTSA) for Solano County, has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the STA Board unanimously adopted the Solano County Mobility Management Plan.

Countywide Travel Training was identified as one of four key elements in the Solano Mobility Management Plan and the Solano Transportation Study for Seniors and People with Disabilities. The Countywide Travel Training Program consists of the following:

1. Volunteer Travel Ambassador Program
2. Transit Training Videos
3. Transit Rider's Guide
4. One-on-One Travel Training

In March, 2014, Nelson Nygaard was retained by STA to develop the Volunteer Travel Training Program infrastructure, produce Transit Training Videos and Rider's Guides for Fairfield and Suisun Transit (FAST), SolTrans, Solano Express Intercity Bus, Dixon Ready-Ride and Rio Vista Delta Breeze.

Subsequently, STA contracted with Connections 4 Life and Independent Living Resource Center (ILRC) to provide One-on-One travel training services for Solano County residents. STA Board approved funding and partnership agreements with Connections 4 Life and ILRC on March 12, 2014.

Discussion:

Solano Mobility Call Center Referrals

Between August 1, 2016 and October 31, 2016, a total of 9 travel training referrals were received by the Solano Mobility Call Center. Two (2) of those resulted in a Group Travel Training Field trip taken from Rio Vista to the Suisun City Walmart on October 14th.

Volunteer Travel Ambassador Program

Fairfield and Suisun Transit (FAST) has one travel ambassador, Chandra Daniels. Ms. Daniels has years of experience riding FAST and is familiar with all their transit routes. In the First Quarter of this Fiscal Year, Ms. Daniels volunteered 176 hours at the Fairfield Transportation Center and on the bus answering questions, and providing materials to members of the community. SolTrans has trained three ambassadors, they are currently completing the Human Resources Procedures and will begin training SolTrans customers soon.

One-on-One Travel Training

Connections 4 Life had a change in staff, with Farnaz Feizi replacing Rowena Abadeza as their Travel Trainer. Ms. Feizi provides one on one travel training to residents of Solano County that have disabilities. Ms. Feizi also provides training to any Solano County residents seeking regional training, as well as Dixon and Rio Vista residents seeking local travel training. In October, Ms. Feizi successfully completed a group travel training session between Rio Vista and Suisun City Walmart for two residents of Rio Vista.

Independent Living Resources has one Travel Trainer, Cindy Hayes. Cindy has continued to do extensive outreach around the County, with her main focus on students. She attended the Bay Area Regional Mobility Management Group in September and is working with STA staff to bring new ideas and consistency in promotion of the Travel Training program.

Between June and October of this year, there was only one Transit Mobility Coordinator. Outreach continued at various events such as the CHP Age Well Drive Smart Classes and Older Disabled Adult Services, as well as one on one meetings with the cooperating agencies.

A total of 39 people were travel trained during FY 2015-16.

Recommendation:

Informational.



DATE : November 29, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Sean Hurley, Call Center Supervisor
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

Background:

The STA has expanded their services to include the **Solano Mobility Call Center** in February 2014. In addition to providing commuters and Solano/Napa county employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities various mobility information. The **Transportation Info Depot**, at the Suisun-Fairfield Train Depot opened in November 2014. The main objective in having staff at the Suisun-Fairfield Train Depot is to provide the public with expanded access to transportation information and mobility options.

Discussion:

Solano Mobility Call Center and Transportation Info Depot

For the month of October 2016, the Solano Mobility Call Center assisted 630 customers, of which 228 were ADA/Mobility related. The Call Center also assisted 45 walk in customers and processed eleven (11) Regional Transit Connection (RTC) applications. The call center also sold fourteen (14) Clipper cards.

Transportation Info Depot

With the recent completion of Suisun Train Depot upgrade, the Solano Mobility Call Center has relocated back to the Suisun Amtrak Train Station as of September 8th. The hours of operation will be Monday through Friday from 7am until 3pm. Customers can still receive assistance from 3pm till 5pm at the office at One Harbor Center in Suisun City. Clipper card sales are available only at the Transportation Info Depot.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

Call Center/Info Depot Activity	16-Jul	16-Aug	16-Sep	16-Oct	FY 16/17 Totals
<u>Emergency Ride Home</u>					
New Employees	3	1	0	0	4
New Employers	0	0	0	0	1
Trips Taken	0	0	3	1	3
<u>Bucks for Bikes</u>					
New Applications	2	2	1	0	5
Incentives Awarded	3	0	3	0	6
Follow up Surveys sent	2	2	1	3	8
<u>Train Depot Activity</u>					
General Transit Questions	51	72	369	335	827
Trip Planning	17	42	25	29	113
Other - Taxi, Misc	28	37	28	41	134
Totals:	96	153	426	408	1083
<u>Mobility Call Center Telephone Calls</u>					
ADA Paratransit Eligibility	52	64	39	52	207
RTC Questions	24	39	11	24	98
Senior Trip Planning	1	0	1	2	4
Transit Training - Trainer	1	0	0	1	2
Transit Training - Trainee	3	1	1	3	8
Taxi Scrip Local	25	10	6	25	66
Taxi Scrip InterCity	96	58	25	96	275
Materials Mailed	12	19	5	12	48
<u>Calls Referred to Outside Agencies</u>					
* NonProfit	6	7	7	5	25
* Private	5	5	5	4	19
*Transit Agency	3	3	5	4	15
Totals:	228	206	105	228	767
Call Center Customer Walk-In Totals:	45	57	25	45	172
<u>Clipper Cards Sales</u>					
Senior	2	3	5	2	12
Adult	4	7	8	5	24
Youth	2	0	0	0	2
Totals:	8	10	13	7	38
<u>RTC Apps processed to Date</u>	13	10	22	11	56
<u>Bike Link Cards Sold</u>	0	0	0	0	0



DATE: November 14, 2016
TO: SolanoExpress Intercity Transit Consortium
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.	One Bay Area Grant (OBAG) Cycle 2	\$4.6 million	November 18, 2016
2.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
4.	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)
5.	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
State			
1.	Office of Traffic Safety Grants	TBD	January 31, 2017
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
One Bay Area Grant (OBAG) Cycle 2	Robert Macaulay Director of Planning STA	November 18, 2016	\$4.6 million	The One Bay Area Grant (OBAG) is the federal funding package allocated through MTC. This is a five year funding package including STP and CMAQ funds. STA administers these funds through its role as a CMA.	N/A	Technical Advisory Committee will decide on administrative options. The STA Board will select project and programs for funding at the February 2017 Board Meeting.
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

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						
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/msprog/agip/cvrp.htm
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/
Office of Traffic Safety	(916) 509-3030 ContactOTS@ots.ca.gov	January 31, 2017	TBD	Various safety-focused grants available including Pedestrian and Bicycle Safety, and Roadway Safety and Traffic Records	N/A	The California Office of Traffic Safety will be in Sacramento presenting grant funding opportunities that are available, and how you can apply. We will be introducing the new Grant Electronic Management System (GEMS) and demonstrating how to use GEMS during the application process. Please register early, seating is limited.

*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