



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, February 24, 2016

**Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

- | <u>ITEM</u> | <u>STAFF PERSON</u> |
|--|-------------------------|
| 1. CALL TO ORDER | Daryl Halls, Chair |
| 2. APPROVAL OF AGENDA | |
| 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 -1:35 p.m.) | |
| 4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES
(1:35 –1:45 p.m.) | |
| A. Caltrans Update on Current SHOPP Projects | Nick Endrawos, Caltrans |
| B. Update and Follow-up to Telephone Town Hall Meetings
and Comprehensive Transportation Plan (CTP) Public
Outreach | Daryl Halls |
| 5. CONSENT CALENDAR
<u>Recommendation:</u>
Approve the following consent items in one motion.
(1:45 – 1:50 p.m.) | |
| A. Minutes of the TAC Meeting of January 27, 2016
<u>Recommendation:</u>
Approve TAC Meeting Minutes of January 27, 2016.
Pg. 7 | Johanna Masiclat |
| 6. ACTION FINANCIAL ITEMS | |
| A. None. | |

TAC MEMBERS

Graham Wadsworth City of Benicia	Joe Leach City of Dixon	George Hicks City of Fairfield	Dave Melilli City of Rio Vista	Tim McSorley City of Suisun City	Steve Hartwig City of Vacaville	David Kleinschmidt City of Vallejo	Matt Tuggle County of Solano
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7. ACTION NON-FINANCIAL ITEMS

A. Active Transportation Program (ATP) Grant Authorization

Drew Hart

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to apply for ATP Cycle 3 funding for the Bay Trail/Vine Trail project.

(1:50 – 2:00 p.m.)

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

Sarah Fitzgerald

Recommendation:

Forward a recommendation to the STA Board to:

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

(2:00 – 2:10 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

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

Robert Macaulay

(2:10 – 2:15 p.m.)

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B. Discussion of TAC Priorities for One Bay Area Grant (OBAG) Cycle 2 Funding Projects and Programs

Robert Macaulay

(2:15 – 2:25 p.m.)

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C. Strategic Project Online Tracker (SPOT)

Anthony Adams

(2:25 – 2:30 p.m.)

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D. Summary of STA's Indexing Policy for Annual Membership Contributions

Daryl Halls

(2:30 – 2:40 p.m.)

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NO DISCUSSION

E. Legislative Update

Jayne Bauer

Pg. 6;

F. Summary of Funding Opportunities

Drew Hart

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G. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 83

Johanna Masiclat

H. STA Board and Advisory Committee Meeting Schedule for
Calendar Year 2016
Pg. 67

Johanna Masiclat

9. UPCOMING TAC AGENDA ITEMS

March and April 2016

- A. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- B. Solano ReGIS Update – County of Solano
- C. Approval of 2016 SolanoExpress Marketing Plan
- D. Development of Alternative Fuels Policy for SolanoExpress Buses
- E. RTIF Program Update
- F. SR 37 Corridor Update
- G. CTP Update
- H. Solano Annual Pothole Report – 2015-16
- I. Priority Conservation Areas (PCAs)
- J. Update on Five Priority Development Areas (PDAs) Studies
- K. Status of STA Programming and Project Delivery Activities
- L. Status of Planning Activities
- M. Vallejo Station Phase 2 Presentation
- N. Draft Overall Work Plan (OWP) for FY 2016-17 and FY 2017-18

May and June 2016

- A. Solano Mobility Update
- B. Safe Routes to School (SR2S) Program Update
- C. Fairfield/Vacaville Train Station Project Update
- D. CTP Update
- E. Approval of STA's OWP
- F. Status of OBAG 1 Projects

10. ADJOURNMENT

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

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

1. CALL TO ORDER

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

TAC Members Present:

Graham Wadsworth	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Tim McSorley	City of Suisun City
Steve Hartwig	City of Vacaville
Allan Panginiban for David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

TAC Members Absent: David Kleinschmidt City of Vallejo

STA Staff and Others

Present:

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Sean Hurley	STA
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Debbie McQuilkin	STA

2. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by George Hicks, the STA TAC approved the agenda to include the following change: (8 Ayes)

- Move Informational Item 8.C, Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Draft Goal Gap Analysis to Action Non-Financial Item 7.C.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Anthony Adams presented and provided an update to the development of the Solano On-Line Tracker (SPOT).

5. CONSENT CALENDAR

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC approved Consent Calendar Items A through C to include the following:

- Items D, Regional Transportation Impact Fee (RTIF) Working Group 1 – Jepson Parkway – change the recommendation as shown below in ~~strikethrough~~ **bold italics**.
- Item E, Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding
At the request of the City of Fairfield’s George Hicks, this item was pulled for discussion. After discussion, the modified recommendation was approved as shown below in ~~strikethrough~~ **bold italics**.

A. Minutes of the TAC Meeting of December 16, 2015

Recommendation:

Approve TAC Meeting Minutes of December 16, 2015.

B. Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Resources

Recommendation:

Forward a recommendation to the STA Board to approve the CTP-Transit Element Resources Chapter as shown on Attachment A.

C. Solano Intercity Taxi Scrip Program Proposed Fare Increase

Recommendation:

Forward a recommendation to the STA Board to approve the following modifications to the Solano Intercity Taxi Scrip Program, effective on July 1, 2016:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - \$40 for \$100 worth of scrip for non-low income patrons,
 - \$20 for \$100 worth of scrip for low income patrons,
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

D. Regional Transportation Impact Fee (RTIF): Working Group 1- Jepson Parkway

Recommendation:

Forward a recommendation to the STA Board to approve a 2nd RTIF fund distribution for the Jepson Parkway Project for an amount up to the funds generated in FY 2015-16, estimated to be \$682,926 and the \$117,074 carryover of Working Group District 1 for a total estimated ~~amount not to exceed~~ **of** \$800,000.

E. Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding

Based on input at their January 26, 2016 meeting, the SolanoExpress Intercity Transit Consortium modified the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA TAC and Board to:

- A. Monitor changes to MTC's Cap and Trade framework; and,*
- B. Upon MTC framework adoption, return to discuss development of a plan for future distributions of LCTOP funding*

- C. Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding *by population share*, as follows:
 - *City of Dixon: \$19,689*
 - *City of Fairfield: ~~\$144,227~~ \$55,194*
 - *City of Rio Vista: \$8,291*
 - *SolTrans: ~~\$67,421~~ \$152,217*
 - ~~*SolanoExpress Bus Replacement: \$264,376*~~
 - *City of Vacaville: \$98,482*
- D. The Cities of Dixon, Vacaville and Rio Vista, agreed to swap their LCTOP funding with SolTrans for TDA funds. The reconciliation will occur through the TDA matrix process for FY-16-17.*
- E. Jurisdictions will return with information on how they will utilize the LCTOP funding*

6. ACTION FINANCIAL ITEMS

A. Solano County Future Bridge Toll Priorities

Janet Adams reviewed the proposed priority projects that have a direct link to improving mobility and relieving congestion along the bridge toll corridors. She outlined the projects as the I-80 Goods Movement Corridor Improvements, I-80 Express Lanes, Intermodal/Park-n-Ride/Rail Facilities, and SolanoExpress Capital and Operating. She also identified the proposed categories and level of funding based on a 10-year Expenditure Plan and a 20-year Expenditure Plan. She noted that the list also includes projects pertaining to goods movement (Truck Scales and Interchange), and that the level of funding assumed for the 10 and 20 year horizons are based on the Solano County receiving its fair share of return to source funds.

Recommendation:

Forward a recommendation to the STA Board to approve the Future bridge toll priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration.

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

B. I-80/I-680/State Route (SR) 12 Interchange Project – State Transportation Improvement Program (STIP) Supplemental Needs

Janet Adams reviewed the agreement between Caltrans and STA staff on the additional support needs for the I-80/I-680/State Route (SR) 12 Interchange Project in the amount of \$2.332 M. She noted that the \$2.332 M is proposed to fund the additional need with STIP funds as the other fund sources either will not allow supplemental fund request (TCIF SHOPP and TCIF) and there are no more unallocated Bridge Toll funding available. She also noted that it is requested by Caltrans to use future Solano County STIP shares to fund this need.

Recommendation:

Forward a recommendation to the STA Board to approve \$2.332 M in future Solano County STIP for the I-80/I-680/SR 12 Interchange – Initial Construction Package Support Costs.

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

7. ACTION NON FINANCIAL ITEMS

A. Solano Priority Conservation Areas (PCA) Plan Update

Robert Macaulay provided an update to the development of the Solano PCA Assessment and Implementation Plan. He noted that MTC has indicated continued support for the PCA program which is demonstrated by the recommended increase of program funds in the approaching OBAG Cycle 2. Solano County is expected to receive \$2.5 million in OBAG Cycle 2 that STA can dedicate to PCA projects, which will be guided by the priorities outlined in the attached Solano PCA Assessment and Implementation Plan. Matt Tuggle requested a follow-up meeting with STA and County staff prior to bringing the Plan to the STA Board for adoption.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano PCA Assessment and Implementation Plan for a 30-day public comment period.

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (8 Ayes)

George Hicks left the meeting at this time.

B. Legislative Update

Robert Macaulay recommended the TAC to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

Recommendation:

Forward a recommendation to the STA Board to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

On a motion by Dave Melilli, and a second by George Hicks, the STA TAC approved the recommendation. (6 Ayes, 1 Abstention (Steve Hartwig), 1 Absent (George Hicks left the meeting.)

C. Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Draft Goal Gap Analysis

Robert Macaulay distributed and summarized on the draft Goal Gap Analysis for the Transit Element and reviewed the additional changes recommended by the Transit Committee at their January 25th meeting. He cited that the Goal Gap Analysis is being presented for an initial review and once it is finalized, the next step will be to develop projects and policies to achieve the goals.

Recommendation:

Forward a recommendation to the STA Board approve the Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Goal Gap Analysis as shown in Attachment A.

On a motion by Graham Wadsworth, and a second by Dave Melilli, the STA TAC approved the recommendation. (7 Ayes, 1 Absent – City of Fairfield)

8. INFORMATIONAL – DISCUSSION

A. State Transportation Improvement Program (STIP) Update – Jepson Parkway

Janet Adams explained the STIP funding crisis that affects the ability for the Cities of Fairfield and Vacaville to initiate construction for two vital segments of the Jepson Parkway Project. She commented that based on discussions with CTC staff, they will be proposing to allocate all the STIP delivered construction projects from FY 2015-16 before allocating any FY 2016-17 projects and that these allocations could happen sometime between June 2016 and August 2016, but by waiting, the projects would completely miss the 2016 summer construction season. She then noted that on January 19th, the two project sponsors, Fairfield and Vacaville, and the STA jointly signed a letter requesting the CTC initiate the SB 184 process for the Jepson Parkway.

B. Discussion of Priorities for One Bay Area Grant (OBAG) Cycle 2 Funding Projects and Programs

Robert Macaulay noted that STA staff plans to recommend an OBAG 2 process for Solano County that is almost identical to the original OBAG project review and selection process. This includes assessing priority projects proposed by the seven cities and the county against the MTC criteria, as well as STA selected criteria such as project deliverability. When STA made its OBAG project selection four years ago, it also identified other potential funding sources for some projects that were not good candidates for the Federal OBAG funds. This included TDA Article 3 and air district funds. STA recommends to follow a similar process for OBAG 2.

STA staff is requesting feedback on this process and plans to meet with all eight member agencies, SolTrans, and each Advisory Committee to discuss OBAG 2 priorities. As noted above, one of the fundamental changes to the OBAG 2 guidelines will be new dates programming, obligation and delivery of projects.

C. This item was moved to 7.C - Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Draft Goal Gap Analysis

D. Solano Highways Partnership (SoHIP) Status

Robert Guerrero commented that TAC members are encouraged to continue having their staff participate on a regular basis in the coming year which plans to meet six times on an average annually.

E. Project Delivery Update

Anthony Adams reported that there are a total of 5 inactive projects in Solano County in January, with 2 of them coming from the STA, 1 from Solano County, and 1 from Vallejo. He noted that Vallejo's SR2S project PE phase needs to be invoiced by February 19th, or their funds may be de-obligated. He added that STA staff recently submitted its close out for West B St, which was approved by Caltrans; this project should drop off the list this by the next reporting cycle.

F. Solano Bike Map and Wayfinding Signage

Robert Macaulay provided a brief report stating that the Wayfinding Plan is currently being drafted and will receive feedback from the BAC and PAC at their meetings in February and March.

NO DISCUSSION ITEMS

G. Strategic Project Online Tracker (SPOT)

H. Summary of Funding Opportunities

I. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for February and March 2016 were presented.

10. ADJOURNMENT

The meeting was adjourned at 3:15 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, February 24, 2016.**



DATE: February 16, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Active Transportation Program (ATP) Grant Authorization

Background:

The Active Transportation Program (ATP) is a statewide funding program for bicycle and pedestrian projects. The ATP consolidates multiple state and federal funding programs into one program, and aims to promote projects to increase biking and walking trips. The program began Cycle 1 in 2014. The grant program is highly competitive with over \$1B in requests for \$360M in funds for each Cycle 1 and Cycle 2.

A total of seven (7) ATP grant applications were submitted from Solano County local agencies in Cycle 1. STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide ATP grant funding in Cycle 1. The Metropolitan Transportation Commission (MTC) funded 10 projects in that first cycle, totaling \$30.7 million. None of the MTC-funded projects were in Solano County.

For Cycle 2 (2015), Solano applicants had two funding opportunities: Statewide competition for \$180M, and Regional competition through MTC for \$30M. A total of seven (7) Solano County local agencies submitted ATP applications in Cycle 2. Solano County applications did not receive any funding at the state level in Cycle 2, however the Safe Routes to School application (\$3.067 million) submitted by STA in partnership with the Cities of Benicia, Rio Vista and Vallejo was awarded funds from the regional competition.

Both Safe Routes to School grants are currently being implemented.

Discussion:

ATP Cycle 3 Draft Guidelines and Application have been released by the California Transportation Commission (CTC). The Cycle 3 Call for Projects is tentatively scheduled for late March 2016 through mid-June 2016. Cycle 3 covers fiscal years 2019-20 and 2020-21 with approximately \$230 million available.

The CTC is currently hosting four workshops to take comments regarding the Application and Grant process. STA staff has been attending these workshops and monitoring proposed changes to the process.

To date, proposed changes include:

- Better screening of applications prior to evaluation
- CTC/Caltrans want to introduce a better screening mechanism to disallow ineligible projects prior to evaluation
- Reducing the points for benefiting a disadvantaged community from 10 to 5
- Adding points in for prior ATP award

- Removing B/C tool (it will not be available this cycle)
- Remove past grant performance section (will need to be replaced with alternate language)

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

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

The proposed CTC schedule for Cycle 3 is as follows:

Draft ATP Guidelines and Application presented to Commission	January 22, 2015 January 20-21, 2016
Commission adopts ATP Fund Estimate	March 26, 2015 March 17, 2016
Commission hearing and adoption of ATP Guidelines and Application	March 26, 2015 March 17, 2016*
Call for projects	March 26, 2015 March 30, 2016 TBD
Project applications to Caltrans (postmark date)	June 1, 2015 June 15, 2016
Large MPOs submit optional guidelines to Commission	June 1, 2015 June 1, 2016
Commission approves or rejects MPO guidelines	June 24-25, 2015 June 29-30, 2016*
Staff recommendation for statewide and small urban and rural portions of the program	Sept. 15, 2015 October 28, 2016
Commission adopts statewide and small urban and rural portions of the program	Oct. 21-22, 2015 December 7-8, 2016*
Projects not programmed distributed to large MPOs based on location	Oct. 22, 2015 December 7-8, 2016
Deadline for MPO project programming recommendations to the Commission	Nov. 16, 2015 January 27, 2017
Commission adopts MPO selected projects	Dec. 9-10, 2015 March 2017

*Dates coincide with the Commission's adopted 2016 CTC meeting calendar.

Fiscal Impact:

None.

Recommendations:

Forward a recommendation to the STA Board to authorize the executive director to apply for ATP Cycle 3 funding for the Bay Trail/Vine Trail project.



DATE: February 17, 2016
TO: STA TAC
FROM: Sarah Fitzgerald, Program Manager
RE: Public Safety Education & Enforcement Grant Scope of Work/Request for Proposal (RFP)

Background:

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

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

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

Discussion:

As part of the approved work scope for One Bay Area Grant (OBAG) 1, Safe Routes to School Program Education Program, \$150,000 funding is included for enforcement activities. The third round of this grant program seeks to fund up to \$150,000 in best practice SR2S enforcement activities that can be replicated countywide, based on the success of the two previous enforcement grants.

Goals and Objectives:

The Goals and Objectives for this round of the Enforcement Grant are to reduce traffic at school sites, increase awareness of traffic safety, increase proper driver behavior at school sites during heavy traffic times, increase safety for students walking and biking to school.

Applying agencies are being asked to:

- Organize and facilitate public safety educational opportunities for parents and students to identify successful self-enforcement strategies and messaging.

- Support SR2S staff and parents with identifying and solving enforcement issues at schools in the SR2S Program.
- Implement strategies to measure effectiveness of enforcement program (e.g., pre/post surveys, and traffic counts, ticket data, speed data, etc.).
- Attend and encourage SR2S events (Walking School Bus, Walking Day, Bike Rodeos, etc.)
- Identify activities and programs for agency involvement on the Grant Activities Checklist

Individual jurisdictions may apply for a partial amount or up to the full amount of \$150,000. The deadline to submit a Letter of Interest to STA is April 7, 2016. Formal Proposals must be submitted to STA by May 6, 2016. Grant applications will be reviewed and evaluated by the evaluation committee.

Project Requirements:

- Attend at least 2 per fiscal year quarterly SR2S Countywide Advisory Committee meetings to present grant status reports that include participant information & feedback.
- Coordinate grant related activities with SR2S Program Coordinators and other public safety department organized activities.
- Clearly demonstrate the ability to fully implement activities funded by the grant within 24 months of executing the funding agreement (e.g., available officer time).
- Submit an annual report.
- Submit a final report of results and recommended best practices at the end of the grant period.

Application and Evaluation Process:

- An evaluation committee consisting of STA staff and a subcommittee of SR2S Advisory Committee members will review the letters of interest and formal proposals.

The scope of the grant will cover 2 school years 2016-17 and 2017-18. Recommended projects will be presented to the STA Board (anticipated date of June 8, 2016) for award.

The Public Safety Education and Enforcement Grant – Round 3 Scope of Work was approved by the SR2S Advisory Committee (SR2S-AC) on February 17, 2017. The SR2S-AC made some minor modifications to the scope of work which are noted in strikethrough and italics in the attachment. The SR2S-AC also recommended changing the name of the grant opportunity to “Public Safety Education and Enforcement Grant” from the previous title of “Public Safety Enforcement Grant” to better reflect the education component that is delivered by the police departments as part of this project.

Fiscal Impact:

STA will enter into funding agreements with successful applicants for a total amount not to exceed \$150,000.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachment:

A. Public Safety Education and Enforcement Grant Scope of Work



Your Kids.
Your School.
Your Community.



Proposed Deadlines

Solano Transportation Authority,
 Safe Routes to School Program
 One Harbor Center, Suite 130
 Suisun City, CA 94585
 707-399-3219
 Fax: 707-424-6074
www.solanosr2s.ca.gov

Application Package Released

March 10, 2016

Letters of Interest

April 7, 2016

Formal Proposals Due

May 13, 2016



METROPOLITAN
 TRANSPORTATION
 COMMISSION



WHY SAFE ROUTES TO SCHOOL MATTERS

The Solano Safe Routes to School (SR2S) program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education, encouragement, evaluation and law enforcement coordination.

The goals of the program are:

- Increase the number of students walking and biking to school
- Reduce traffic congestion around schools
- Increase students' physical activity

The SR2S program brings together city planners, traffic engineers, law enforcement and public health experts to create safer, less congested routes to school. *A comprehensive SR2S program incorporates the 5 "Es" – Education, Encouragement, Enforcement, Engineering and Evaluation. The STA also supports a variety of engineering and enforcement projects, such as this grant.*

The current round of the Safe Routes to School Education and Enforcement Grant is intended to engage local law enforcement agencies in the Safe Routes to School program, with the goal to increase *safety for those walking and biking to school among students* in Solano County.

Applicants are *provided with* ~~asked to complete~~ a checklist of *eligible activities that support the goals and objectives of this grant opportunity.* ~~incorporate some of the "5-Es" (elements) of~~

ENFORCEMENT PARTNERSHIPS IN SAFE ROUTES TO SCHOOL PROGRAMS

The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely.

Introducing the third Safe Routes to School Public Safety Education and Enforcement Grant 2016-2018 to aid in:

School site traffic reduction

An increase awareness of traffic safety

An increase in proper driver behavior at school sites during heavy traffic times

An increase in safety for students walking and biking to school



PUBLIC SAFETY EDUCATION AND ENFORCEMENT GRANT: UP TO \$150,000

Individual jurisdictions may apply for a partial amount or up to the full amount of \$150,000. The deadline to submit a Letter of Interest to STA is **April 7, 2016**. Formal Proposals must be submitted to STA by **May 6¹³, 2016**. Grant applications will be reviewed and evaluated by the SR2S ~~Advisory~~ Education and Enforcement Grant Evaluation Committee. Grant recipients will be awarded by the STA Board at a future Board meeting.

Letters of Interest and Formal Proposals must be submitted via email (preferred) or postal mail to the SR2S Program Administrator:

Solano Transportation Authority
Attn: Sarah Fitzgerald, SR2S Program Administrator
One Harbor Center, Suite 130
Suisun City, CA 94585

GOALS AND OBJECTIVES:

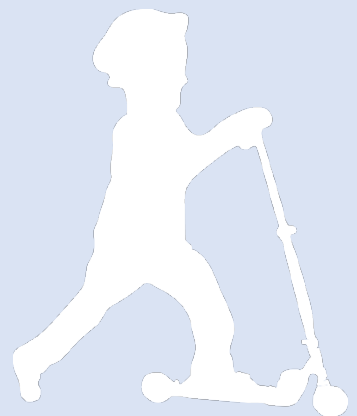
- Organize and facilitate **public safety educational opportunities** for parents and students to identify successful self-enforcement strategies and messaging.
- **Support** SR2S staff and parents with identifying and solving enforcement issues **at schools** in the SR2S Program.
- ***Provide an increased law enforcement presence around schools during high traffic times, to encourage safe driver behavior.***
- **Implement strategies** to measure effectiveness of enforcement program (e.g., pre/post surveys, and traffic counts, ticket data, speed data, etc.).
- **Attend and encourage SR2S events** (Walking School Bus, Walking Day, Bike Rodeos, etc.)
- **Identify** activities and programs for agency involvement on the Grant Activities Checklist

ELIGIBLE APPLICANTS:

City and County departments in Solano County involved in public safety, including but not limited to police departments, fire departments, and county sheriffs may apply for this grant.

The first SR2S Public Safety Enforcement Grant was piloted in 2011 by the City of Suisun City and the City of Fairfield.

Program tasks and activities in the pilot included: the development of crossing guard training materials and DVD, bike rodeo instructional DVD, bike rodeo and event assistance and support, coordination with schools, and directed enforcement at problem schools.



APPLICATION AND EVALUATION PROCESS

The SR2S Public Safety *Education and Enforcement* Grant Program will follow a two-step application and evaluation process that will be overseen by the Safe Routes to School Advisory Committee.

Step one: Letters of Interest

Interested organizations are asked to send a “Letter of Interest” that includes the following components (total of 3 page maximum):

- Identify the project title, name of applicant, project manager, and contact information.
- Describe the proposed project. Using the Activities and Programs Checklist, identify the work to be provided by the applying agency.
- Identify the amount of grant funding requested and any additional department contributions towards the project.

Step Two: Invitation for a Formal Proposal

An evaluation committee consisting of STA staff and a subcommittee of the SR2S Advisory Committee will review the Letters of Interest and contact applicants, as needed, for additional information, clarification, and/or modification. The evaluation committee will identify a smaller number of projects that match the goals of the SR2S program and grant criteria. These applicants will be invited to submit a more formal proposal for further evaluation including:

1. Project Description: Identify the project title, name of applicant, project manager and contact information. Explain the purpose and need for the project, state the specific goals and objectives of the project and explain how they help to advance the goals and objectives set for this grant program. Describe the collaboration required to carry out the scope of work and the actions that will be undertaken to achieve the objectives. Describe the results anticipated from this project.
2. Scope of Work and Schedule: Detail the actions/tasks, work products, estimated completion dates and key partners. Estimate the number of students and parents that could be reached by this project. The scope of this grant will cover 2 school years 16/17 and 17/18.
3. Response to Questions from the Evaluation Committee: Provide a detailed response to questions posed by SR2S staff and the SR2S Advisory Committee as a result of its review of the Letter of Interest for this project.
4. Approach to Evaluation: Describe the method of collecting participant information and feedback from students, parents and school staff. Is the method reasonable given the limited timeframe, and is there potential for the proposal to impact ongoing data collection/evaluation efforts from other sources?
5. Project Cost and Funding: Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, etc.). Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Identify any cost sharing by multiple funding partners.

APPLICATION EVALUATION:

The evaluation committee will qualitatively evaluate proposals based on the following criteria on a low, medium, and high scale:

Potential to increase the safety of students walking or bicycling to school within grant period

Potential to increase the number of students walking and bicycling to school after the grant period, making a sustainable change

Estimated number of students & parents reached, and quality of “reach”

Potential for other public safety departments to replicate or benefit from this project

Cost effectiveness (e.g., dollars per student/parent reached)

Quality of Proposal

After evaluation, the SR2S Advisory Committee will recommend projects for funding to the STA Board (anticipated date June 8, 2016) for award.

STA staff will then draft and enter into funding agreements with grant recipients prior to beginning any grant funded work.

PROJECT REQUIREMENTS

Applicants must meet the following minimum requirements in order to be considered eligible for grant funding:

- Attend at least 2 per fiscal year, quarterly SR2S Advisory Committee meetings to present grant status reports that include participant information & feedback.
- Coordinate grant related activities with SR2S Program *Staff Coordinators*.
- Clearly demonstrate the ability to fully implement activities funded by the grant within 24 months of executing the funding agreement (e.g., available officer time).
- Submit an annual report to the SR2S Program Administrator.
- Submit a final report of results and recommended best practices at the end of the grant period.

The second round of SR2S Public Safety Enforcement Grants were awarded in 2014, to the City of Rio Vista and the City of Vacaville in the amounts of \$30,360 and \$60,000 respectively. The City of Rio Vista’s activities included purchasing portable speed feedback/message boards, participating in International Walk to School Day and attending school PTA meetings and assemblies regarding traffic safety. The City of Vacaville’s tasks included updating the crossing guard manual and DVD, and directed enforcement around schools.



ACTIVITIES AND PROGRAMS CHECKLIST:

Use this form of *eligible program activities* to assist in developing a ~~identify which~~ ~~programs or activities will be included in the applying agencies'~~ scope of work. Include this form along with a detailed estimate of costs and work hours for the implementation of the grant. *Include an 'other' category for items not included on this checklist.*

ENCOURAGEMENT ACTIVITIES				
Attend Walk to School Day Events			Attend Bike Rodeo Community Events	
Attend Walking School Bus/ Walking Day Launch			Attend "Coffee with the Principal" meeting to discuss traffic safety issues	
Walk with a Walking School Bus or a Walking Day route				
ENFORCEMENT ACTIVITIES				
Attend Back to School Night: Provide presentation on traffic safety around schools			Attend local crossing guard training session	
Using existing Crossing Guard training materials, support city and school district crossing guard programs.			Direct Enforcement around schools during drop-off and pick-up times	
EDUCATION ACTIVITIES				
Plan, lead <i>and/or attend</i> a Bike Rodeo event at district school or community wide event*			Develop a safe driver flyer/handout for driver safety laws around schools*	
Develop Traffic Safety Flyers/ Handouts for safe walking and biking to school*			Hold a community wide Safety Fair *(may be multi-agency, including a bike rodeo, traffic safety materials, helmet education and distribution, etc.)	
Provide Safety Assemblies to Schools* (number depending on district)			<i>*All education activities should be conducted in partnership with SR2S staff, which includes Solano Public Health and STA program coordinators.</i>	
EVALUATION				
Provide Travel Mode tally for students at local schools			Encourage Schools to participate in the semi-annual Travel Tally Surveys	
INELIGIBLE EXPENSES: Crossing Guard Salaries, Radar Feedback Signs, Incentives/Giveaways, Infrastructure Projects				

SAMPLE OF ACTIVITY AND ENFORCEMENT REPORTING:

To the Solano Safe Routes to School Program:

Narrative of *Education and Enforcement* Grant Activities and lessons learned for the period of:

Submitted by:

Agency:

FOR SCHOOL ACTIVITIES AND COMMUNITY EVENTS

ACTIVITY	NUMBER OF PEOPLE REACHED (IF APPLICABLE)	HOURS BILLED	COST PER HOUR	TOTAL BILLED AMOUNT

FOR DIRECT ENFORCEMENT ACTIVITY

[illegible]

QUESTIONS AND MORE INFORMATION

Any questions regarding the Letters of Interest and Formal Applications should be directed to:

Sarah Fitzgerald, SR2S Program Administrator
Solano Transportation Authority
(707) 399-3219
sfitzgerald@sta.ca.gov

More information about the Safe Routes to School Program can be found online at www.solanosr2s.ca.gov

Below are links to SR2S Enforcement Best Practices:

- National SRTS: Role for Law Enforcement resources & case studies <http://apps.saferoutesinfo.org/lawenforcement/>
- National SRTS Adult School Crossing Guard Guidelines http://guide.saferoutesinfo.org/crossing_guard/index.cfm

SR2S Advisory Committee Enforcement Contacts

- Cmdr. Andrew White, Suisun City Police Dept.
(707) 421-7383, awhite@suisun.com
- Lt. Mike Greene, Benicia Police Dept.
(707) 746-4248, mgreene@ci.benicia.ca.us



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DATE: February 16, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) Merger Study

Background:

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are two of the four major regional agencies (the others are the Bay Conservation and Development Corporation and the Bay Area Air Quality Management District). MTC and ABAG together produce the region's Sustainable Communities Strategy. In other areas of California, the function of these two agencies is usually combined into a single agency. For example, the Sacramento area has the Sacramento Area Council of Governments or SCOG.

Because MTC and ABAG are separate organizations, they have parallel and potentially overlapping staff functions. Much of the planning and funding for ABAG comes from Federal transportation funds that are provided by MTC.

In the summer and fall of 2015, board members from the two agencies began a discussion about MTC funding for ABAG planning staff. MTC proposed eliminating the funding for the ABAG planning positions at the end of calendar year 2015 and to merge ABAG's planning function with MTC's.

As a result of these discussions, in October 2015, the ABAG Boards of Directors jointly agreed to fund a study to examine the future of the two agencies, and if they should merge into a single agency. ABAG and MTC hired the firm of Managing Partners to conduct the study, including outreach to stakeholders. Managing Partners has asked STA and the other Bay Area Congestion Management Agencies for an opportunity to come to their Technical Advisory Committee meetings and discuss the TAC and Planning Directors relationship and interaction with ABAG and MTC, and other issues related to the potential merger.

Discussion:

STA staff has arranged for Managing Partners to come to the March 2016 TAC meeting. In preparation for that meeting, Managing Partners has sent out a fact sheet that is provided as Attachment A. This staff report is intended to provide the TAC and Planning Directors with early notice of this requested meeting. STA staff wishes to discuss issues related to the managing partners visit in March prior to the actual event. This discussion will occur not only with TAC members, but also with the Solano County Planning Directors group which meets separately from the TAC. The planning directors will be specifically invited to attend the March TAC meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Managing Partners ABAG and MTC Merger Study Fact Sheet

Why conduct a merger study?

In October 2015, the Metropolitan Transportation Commission (MTC) adopted a resolution to create an integrated regional planning department as the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375 and reduce duplication of effort. This would result in a functional consolidation of planners working on SB 375 within MTC. The respective SB 375 statutory responsibilities of ABAG and MTC would remain the same. The ABAG Administrative Committee also adopted a resolution expressing support of MTC's resolution. The actions by MTC and ABAG were accompanied by an agreement to conduct a Merger Study and in the event ABAG and MTC approve a Merger Implementation Plan prior to July 1, 2016, the functional consolidation of planning departments shall be pre-empted. In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with further integration, up to and including institutional merger between the agencies, and how an integration model might be implemented.

What will be done?

Management Partners will evaluate different integration models with respect to the following:

- Policy considerations
- Statutory authorities
- Representation and governance
- Financial resources and budget
- Employee relations
- Agency mission
- Regional planning needs



Background Information

About ABAG

The Region's Council of Governments (COG)

ABAG was formed by a Joint Powers Authority in 1961 and is a voluntary association of the Bay Area's 101 cities and nine counties.

As a comprehensive regional planning agency, ABAG works with local governments and stakeholders to develop forecasts of the region's housing, jobs and population growth, identify regional housing needs, address resilience and climate change issues, carry out regional social, economic and land use research and prepare elements of the Sustainable Communities Strategy (SCS). ABAG also provides special services to local governments, such as affordable housing and infrastructure financing, risk management and insurance, electricity and natural gas aggregation, energy efficiency programs and emergency preparedness.

About MTC

The Region's MPO and RTPA

MTC was created by the California Legislature in 1970. It is the federally-designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) for the region.

As the transportation planning, financing and coordinating agency for the nine Bay Area counties, MTC collaborates with other public agencies to plan and finance the region's streets, highways, and transit network. It is responsible for preparing a regional transportation plan (RTP) every four years which, under SB 375, must include and support the Sustainable Communities Strategy.

MTC annually programs and allocates roughly \$1.5 billion in transportation revenues and is responsible for an \$8+ billion debt portfolio. MTC also operates a suite of services to help travelers get around, including the 511 traveler information system, FasTrak® electronic toll collection, Clipper® transit fare card and the Freeway Service Patrol's fleet of roving tow trucks.

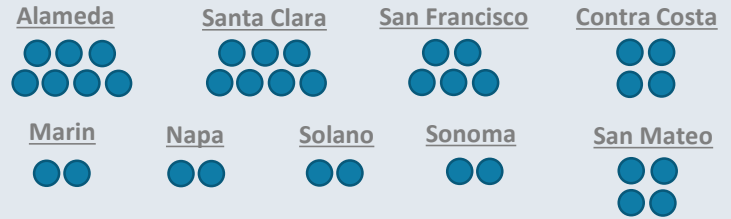
ABAG

ABAG's governance structure is separated into two primary policy bodies and a variety of standing committees

ABAG General Assembly (110 voting members)

1 elected official from every county, city and town

ABAG Executive Board (38 voting members) Representation varies by county



MTC Commission (18 voting members) Representation varies by county



*One of the San Francisco Commissioners is selected by BCDC and must be a San Francisco resident.

MTC

MTC's governance structure is consolidated into one primary policy body and a variety of standing committees

Plan Bay Area and SB 375

What is SB 375?

SB 375 requires each of California's 18 Metropolitan Planning Organizations (MPOs) to include a Sustainable Communities Strategy (SCS) in the Regional Transportation Plan (RTP), both of which are required to be approved and adopted by MTC. The SCS sets forth a vision for regional growth that takes into account the region's transportation, housing, environmental, and economic needs. The SCS is the blueprint by which each region intends to meet its greenhouse gas emissions reductions target.

What is Plan Bay Area?

Plan Bay Area is the region's first SCS. It was adopted by the ABAG Executive Board and MTC in July 2013. An updated Plan Bay Area must be completed by 2017.

Why are both organizations involved in preparing Plan Bay Area?

In SB 375 legislation, the state outlined the roles of each organization in preparing the SCS, as well as joint responsibilities.

ABAG's statutory responsibilities:

- Identify the general location of uses, residential densities, and building intensities within the region
- Identify areas within the region sufficient to house the existing and projected population, considering state housing goals
- Gather and consider the best practically available scientific information regarding resource areas and farmland

MTC's statutory responsibilities:

- Identify a transportation network to service the transportation needs of the region
- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act

Joint statutory responsibilities:

- Set forth a forecasted development pattern for the region which, when integrated with the transportation network, will reduce greenhouse gas emissions

Management Partners wants to hear from stakeholders...

To share your perspective on this merger study, please visit the project website for a schedule of outreach events and options for giving feedback.

www.mtcabagmergerstudy.com



DATE: February 16, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Discussion of TAC Priorities for One Bay Area Grant (OBAG) Cycle 2
Funding Projects and Programs

Background:

STA receives federal transportation funding from the Metropolitan Transportation Commission (MTC) for local projects. These are federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Every four years MTC develops policies about how the region will use this funding for projects and programs. The STA Board has indicated the priority maintain existing core programs with previous funding formulas for local streets and roads maintenance are proposed to be for OBAG 2.

STA previously summarized the OBAG process through the staff report for the January 27, 2016 TAC meeting.

Discussion:

Project and Program Funding Selection Process

STA will prioritize projects based on deliverability and on suitability for use of federal funds in addition to the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that prove compliance with MTC's Complete Streets policy.
- At least half of the OBAG 2 funds must be obligated (federal authorization/FTA Transfer) by January 31, 2020, and all remaining OBAG 2 funds must be obligated by January 31, 2023.

MTC has adopted guidelines for the second round of OBAG, excluding upcoming criteria to deal with the displacement of existing residents in PDAs, which MTC is in the process of finalizing.

STA requests that member agency staff members begin the process to identify potential large projects that are worth enduring the federal funding administrative requirements, are a priority not just for the locality but for the county as a whole, and also be able to secure a resolution of local support (typically through city council/board of supervisors action).

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: February 12, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Strategic Project Online Tracker (SPOT)

Background:

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

Discussion:

At the most recent TAC meeting, January 27, 2016, SPOT was presented to its members. During this meeting it was requested that SPOT only display complete projects from 5 years or newer. It was also requested that Highway Safety Improvement Program (HSIP) and Highway Bridge Project (HBP) projects be added to the map.

At the time of this meeting, projects older than 5 years have been removed from the map and 14 HSIP locations and 8 HBP projects have been added.

Members are encouraged to use SPOT and provide feedback on project information, pictures, or overall suggestions on improvement. The interactive map can be found at spotsolano.org

Discussion:

Informational.

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DATE: February 16, 2016
TO: STA TAC
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Summary of STA's Indexing Policy for Annual Membership Contributions

Background/Discussion:

In 1991, the federal authorization bill called the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed by the U.S. House of Representatives and U.S. Senate and signed by then President George H.W. Bush. This federal legislation significantly enhanced the role of regional and local government in setting local priorities for the allocation of federal transportation funds. Subsequently, the passage of Senate Bill 45 by the California State Legislature and signed by Governor Pete Wilson in 1997 further shifted transportation prioritization and decision-making to the regional and county level by giving county transportation agencies the authority to program 75% of the State Transportation Improvement Program (STIP) with the California Transportation Commission (CTC) responsible for programming the remaining 25%. The 25% of the STIP programmed by the CTC is called the Interregional Transportation Improvement Program (ITIP) and the 75% of the STIP programmed at the county or regional level is called the Regional Transportation Improvement Program (RTIP).

The Solano Transportation Authority (STA) was established in 1990 through a joint powers agreement (JPA) comprised of the County of Solano, and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Prior to 1996, the STA was staffed by the County of Solano's Public Works Department with each city and the County participating through the STA Technical Advisory Committee at the staff level and through representative on the STA Board at the policy level.

In 1996, at the request of the seven cities and with the concurrence of the County of Solano, STA Board opted to staff the STA independently from the County of Solano. As part of this action, all eight member agencies agreed to annually provide gas tax and Transportation Development Act (TDA) funds to help fund STA's operations. These funds were combined with federal transportation planning funds (federal Surface Transportation Program (STP) funds) made available following the passage of ISTEA and provided by the region's federally designated Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), to each of the nine Bay Area congestion management agencies (CMAs) to conduct countywide transportation planning and programming activities. This combination of local gas tax and TDA, and federal transportation planning funds, primarily funded STA's operations prior to 2000.

Each year, the STA annually requested from each member agency an allocation of gas tax and TDA funds based on the proposed STA expenditures for that year. This process continued until January of 2004 when the STA Board, after some deliberation and discuss with the STA TAC, unanimously adopted a policy to index the annual contribution to the STA for both the local gas tax and TDA. One of the primary reasons for the STA to adopt this indexing policy was to enable both the STA and the

eight member agencies to plan their budget in advance of the forthcoming fiscal year. For the STA, it specifically enabled the agency to fiscally plan and budget for multiple years and was part of the STA Board direction to staff to shift the STA's budget from a single year to a two year budget to synchronize with the STA's development of a two year overall work plan, to plan for five year budget forecasts, and to pursue additional regional, state and federal funding opportunities to fund the priorities identified as part of the STA's two year work plan.

This initial index amount was set based on the percentage of the countywide total for local gas tax and TDA budgeted for FY 2004-05 and established at an index percentage of 2.1% of the total Gas Tax subvention available to the county (Attachments A and B) and 2.7% of the total TDA. Although the total contribution is based on the gas tax received by the county member agencies, STA does not specifically receive Gas Tax. The member agencies are invoiced for their contribution and provide the contribution through any eligible source, including Gas Tax; however, STA does not require any member agency to use gas tax funds for their contribution.

These two local revenue sources, combined with the federal transportation planning funds, has provided the core funding for STA's operations since 1996. These operations include administrative staff services, office space cost, general liability insurance, state and federal lobbying, and a percentage of strategic planning, legal services, and project development work not covered by other planning grants and project revenues.

In March 2005, as a follow up to the development of this policy, a memo developed by STA staff was provided to the STA TAC and Board to identify and record the methodology for calculating the annual Transportation Development Act (TDA) and Member Contributions, previously known as Gas Tax contribution (Attachment C). This identified the contribution from each member agency to be based on how it is received from the state, by population. This methodology has been used and followed by STA staff since the approval of the policy for the annual billing of the TDA and Members Contribution to member agencies, and is presented each year to the Technical Advisory Council (TAC) and the STA Board as an informational item in February or March, once gas tax and TDA estimates are received by STA staff and prior to the STA's development of its annual budget for the forthcoming fiscal year. This provides the opportunity for questions from the members of the STA TAC or STA Board and provides the member agency staff with their specific budget numbers to include with their forthcoming fiscal year budgets. The methodology of the Members Contribution is calculated based on the Gas tax, also known as the Highway User Tax (HUTA) received by the County and seven cities.

Gas Tax - Highway User Tax (HUTA) Information:

The State of California imposes excise taxes on various transportation fuels. California motor vehicle fuel taxes include the gasoline tax, diesel fuel tax, and the use fuel tax. Taxes on aircraft jet fuel are transferred to the state Aeronautics Account. Taxes on fuel used for other motor vehicles are transferred to the state Highway Users Tax Account. Gasoline tax and diesel fuel tax imposed on the use of vehicle fuels at the rate of \$0.13 per gallon for diesel fuel and \$0.18 per gallon for gasoline, which includes the \$0.09 per gallon rate added in 1994 under Proposition 111.

In FY 2010-11, HUTA Section 2103 was added to allocate funds from a new motor vehicle fuel excise tax that replace previous city and county allocations from the Proposition 42 sales tax on gasoline. This change is known as the "Fuel Tax Swap of 2010." Section 2103 funds are allocated to cities by population and to counties 75% based on the registered vehicles and 25% based on the proportion of maintained county road miles. Since this fund is new from the original calculation methodology, the revenue from HUTA Section 2103 is not included as part of the total Member Contribution provided to STA.

HUTA Section 2104 allocates funds to counties with designated allotments for engineering and administration, snow removal, heavy rainfall/storm damage as well as county streets, roads and public mass transit guideways and facilities.

HUTA Section 2105 allocates 11.5 percent of the tax revenues in excess of 9 cents per gallon monthly among counties based on population.

HUTA Section 2106 are revenues equal to 1.04 cents per gallon allocated for the State Bicycle Transportation Account, and to the cities and counties based on populations.

HUTA Section 2107 are used for engineering costs and administrative expenses related to city streets. Cities with populations under 10,000 may also expend the moneys for street construction or acquisition of street rights-of-way.

Use of Funds:

The use of local Motor Vehicle Fuel Tax funds is restricted by Article 19 of the California State Constitution and by Streets and Highways Code Section 2101. All Motor Vehicle Fuel Tax funds allocated from the Highway Users Tax Account must be expended for the following:

- (a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways, including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- (b) The research and planning for exclusive public mass transit guideways, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- (c) The construction and improvement of exclusive public mass transit guideways, including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways.
- (d) The payment of principal and interest on voter-approved bonds issued for the purposes specified above.

The STA's indexing policy for local gas tax is indexed based on annual countywide totals for HUTA Sections 2104, 2105, 2106 and 2107 only.

Attachment D provides a summary of the Countywide Gas Tax Revenue and Member Contributions received by STA from FY 1999-2000 to the present. Initially following the adoption of STA's indexing policy, the Countywide Gas Tax Revenue was relatively stable from FY 2005-06 until FY 2009-10 (ranging from a county-wide total of \$12.8 million to \$13.9 million). For the past six years (from FY 2010-11 to FY 2015-16), these revenues have tended to fluctuate more (ranging from \$11 million to \$14.7 million).

Prior to the adoption of the index policy, STA's member contribution increased from \$262,470 in FY 1999-2000 to \$284,185 by FY 2004-05. Following the adoption of the index policy, the member contribution to the STA each year has been relatively stable in the first five years, ranging from a low of \$255,071 to a high of \$298,889 (with an average of \$281,675 per year). The last six years, the amount of membership contribution received by the STA has also fluctuated more, ranging from a low of \$168,000 to a high of \$373,000 (with an average of \$270,352 per year). For FY 2016-17, STA staff is projecting the second largest annual decrease in the amount of membership contribution since FY 2013-14, the year when Governor Brown held back local gas tax funds from the cities and counties for six months to help the state balance its own cash flow needs. These funds were eventually repaid to the cities and counties resulting in a one year increase in local gas tax funds

during FY 2015-16 and a corresponding increase in membership contribution to the STA based on the indexing policy.

At meeting of the Solano City Managers in January 2016, the subject of the process for how STA allocates the amount of membership contribution among the eight member agencies was broached by the City of Fairfield. At their request, this informational memo has been prepared. It is anticipated that STA staff will have the revenue estimates for gas tax and TDA and the estimated contributions for FY 2016-17 by each member agency available at the March meeting of the STA TAC and April meeting of the STA Board.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. Indexing Policy approved by the STA Board January 2004;
- B. Minutes of the STA Board meeting in January 2004;
- C. March 2005 Memo for the Methodology to Compute TDA and Gas Tax Contributions from Member Agencies;
- D. Summary of Countywide Gas Tax Revenue and Member Contributions Received by STA (FY 1999-2000 to FY 2016-17)

*Agenda Item VIII.A
January 14, 2004*



DATE: January 5, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Indexing of Future STA Gas Tax Contributions And TDA Claim

Background:

Each year, the STA provides estimated contributions from local gas tax subventions and Transportation Development Act (TDA) funds for each agency. Historically, the STA has increased its claims by 3% to 5% per year to cover cost of living adjustments and to reflect additional transportation responsibilities assumed by the STA. Informally, this has been indexed to the Consumer Price Index rate for the Bay Area and estimated contributions from the member agencies are calculated based on population shares using the most recent California Department of Finance population estimates. In FY 2002/03, the STA adopted the same budget totals for gas tax and TDA to be claimed in FY 2001/02 (allowing for no cost of living increase). The STA took this action based on the uncertainties of the gas tax and TDA fund revenues being available for the next two-year period.

The funding provided by the gas tax and TDA revenues claimed by the STA have historically funded the STA's core operations. This has included staff, benefits, services and supplies, and the major portions of strategic planning and project development (formally called priority projects). These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996.

In preparing the STA's FY 2003/04 budget, staff reviewed all of its traditional and non-traditional funding sources for the purpose of developing a budget that covers the costs for the STA's core operating (staff, benefits, and service and supplies), strategic planning, project development and specific program areas (i.e., transit and SNCI). Based on this review and assessment, staff identified several issues to address pertaining to balancing and stabilizing STA's annual operating revenues and expenditures:

1. The STA's transit and SNCI programs and operating costs are covered through specific funds sources or grants (such as regional rideshare, TFCA or STAF funds).
2. Strategic Planning and Project Development, and related staffing and management costs, have grown significantly since FY 2000.
3. The STA's traditional revenues (gas tax, TDA, CMP) no longer cover expenditures for Strategic Planning, Project Development or Administrative support staff.
4. Other fund sources are used to meet STA's overall operating budget requirements, particularly Strategic Planning and Project Development.

The percentage of the STA's annual budget covered by the gas tax and TDA funds claimed has decreased from 90.3% in FY 98-99 to 42.85% in FY 2002-03. Since FY 99/00, the STA's number of priority projects has grown significantly (See attachment A) and the Strategic Planning and Project Development programs have expanded to manage and deliver these projects, plans and programs. This has included adding one Administrative Assistant position to support both Strategic Planning and Project Development and converting two intern positions to full-time (Associate Planner and Projects Assistant). Concurrently, the STA's costs for medical benefits, worker compensation, and retirement increased by 17% in FY 03-04 and the overall costs for legal services, rent and insurance have increased as the STA's workload has increased. In order to provide adequate revenue options to cover the costs for Strategic Planning, Project Development, Administrative support, and other increased operating costs, staff has recommended five revenue options and two actions, designed to keep future expenditures within the limits of available future resources, be implemented as part of the FY 04/05 budget. The recommended revenue options include the following:

1. Indexing of gas tax and TDA contributions to actual revenues.
2. Continuing to dedicate STIP PPM funds (1%) for Project Development and Strategic Planning.
3. As part of future STIP cycles, continue to swap STIP/STP funds to support Project Development and Strategic Planning for priority projects.
4. Dedicate a share of STAF and Regional Paratransit (TDA swap) to support transit coordination and transit planning activities.
5. Utilize the Cost Allocation Plan (CAP) rate to ensure cost sharing in federal/state grants for project administration.

The specific actions to manage expenditures include the sizing (reducing) of specific expenditures/programs/plans to available revenues, and reviewing and prioritizing Priority Projects to adjust for delays in funding of regional, state and federal funds.

GAS TAX

The STA has historically claimed gas tax on an annual basis in line with the Bay Area CPI index. During the timeframe of FY 98-99 through FY 02-03, gas tax revenues in Solano County have increased an average of 2.5 % per year. As a percentage of the aggregate total of gas tax revenues for Solano County, the STA has claimed a low of 2.039% (FY 98-99) and high of 2.137% (FY 01-02).

TDA

The STA has also claimed TDA on an annual basis in a similar manner as for gas tax. From FY 98-99 to FY 02-03, Solano County's collective TDA revenues have experienced an average of 9% growth per year. As a percentage of the aggregate total of TDA revenues for Solano County, the STA share has declined from 2.87% in FY 98-99 to 2.125% in FY 02-03.

The attached table (attachment B) provides historical data for Solano County's aggregate amounts of gas tax and TDA revenues and the amounts of gas tax and TDA claimed by the STA. The top sections highlight the amount of gas and TDA revenues available to the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo for FY 98-99 through FY 02-03.

Discussion:

Based on discussions with the STA Board's Executive Committee and the desire to maintain the STA's momentum and resources in the areas of Strategic Planning and Project Development, staff is recommending the STA index future gas tax and TDA claims, beginning in FY 04-05, based on actual revenues generated by the fund source rather than the Bay Area CPI index. Indexing these funding sources will enable the STA to better plan for and project its two-year budget, forecast longer range revenues and expenditures, and result in the STA sharing in a consistent percentage of the increases or decreases of these actual revenues, rather than the CPI index that may or may not be consistent with the amount of revenues available to local jurisdictions. Based on the tracking of the past five years of both gas tax and TDA revenues, staff recommends indexing the amount of annual gas tax claimed at a rate of 2.1% of the aggregate Solano County total. This will result in a total of \$293,066 being claimed in FY 04-05, a modest increase of \$5,746 (2%) over FY 03-04. Staff recommends indexing the annual TDA claimed at a rate of 2.7% of the aggregate Solano County total. This will result in a total TDA claim of \$380,052, an increase of \$15,805 (4.4%) over FY 03-04. This \$15,805 increase is 2.7% of the estimated \$585,384 of additional TDA funds estimated to be available to Solano County's eight jurisdictions in FY 04-05. This proposed indexing policy would result in the STA claiming a slightly lesser rate of gas tax, but a higher rate of TDA funds than the current process of basing the claims on the Bay Area CPI Index. Attachment C highlights the amounts to be claimed by STA from its jurisdiction and the increased amount of TDA revenues projected to be available to each jurisdiction in FY 04-05.

On December 3rd, the Executive Committee requested staff agendaize this topic as an information item for Board information to provide an opportunity for recently appointed Board Members to be briefed on the topic and to identify any concerns from individual Board Members. At the meeting, STA Chair Jim Spering informed the Board that the Executive Committee was supportive of recommending the STA Board adopt a policy for indexing future gas tax and TDA claims and that this item would be scheduled for Board action at the meeting of January 14, 2004. Board Member Len Augustine requested that the item also be reagendaized for discussion at the STA TAC.

STA TAC DISCUSSION

At their meeting of December 22nd, the STA TAC voted to table action on this item at the request of the City of Vacaville's representative Dale Pfeiffer, who was unable to attend the meeting. A special meeting of the STA TAC was held on January 5th at 2:30 p.m. At the meeting, the City of Vacaville's representative noted his general support of the STA's staff and the agency performance, but indicated his opposition to indexing. Two primary concerns expressed were, that given the volatility of the state budget and the potential budget impacts on cities and counties, the STA should have to demonstrate their budget needs on an annual basis and the TAC's annual review of the gas tax and TDA claims was the TAC's only opportunity for review of the annual budget. Several members noted that the timing was bad due to the state budget crisis and that in future years they could consider supporting the indexing policy. The City of Fairfield's representative, Morrie Barr, expressed his support for the STA's efforts; the amount of time and cost saving the STA's activities saved cities, and noted his support for the indexing policy. Solano County's representative, Charlie Jones, inquired about why the index rate for TDA was higher than for gas tax. STA staff commented that the 2.7 indexing was within the range of percentages that the STA had received in past years, that the recent increases of TDA revenues received by cities and counties had exceeded increases for gas tax, and that staff was cognizant that gas tax revenues were more flexible and thus had more value to cities and

counties. The TAC voted 6 to 1 (the City of Fairfield voted no and Suisun City's representative was absent) to recommend to the STA Board that the STA maintain the existing practice of adopting its annual gas tax and TDA claims on a year to year basis and that the STA continue to agendize requests for gas tax and TDA contributions annually for review and approval by the TAC prior to consideration by the Board.

STA BOARD EXECUTIVE COMMITTEE

On January 7, 2004, the Executive Committee met to review and discuss items scheduled to be agendized on the January 14th Board meeting. Staff informed the committee of the TAC's recommendation. After some discussion, the Executive Committee members in attendance (Chair Jim Sperring, Vice-Chair Mary Ann Courville, and Board Member John Silva) directed staff to place the item on the agenda as an action for Board consideration with the Executive Committee's recommendation of support. At the request of the Executive Committee, staff will provide copies to the Board of the STA's five-year revenue projections that have been developed in preparation of the FY 2004/05 budget.

Fiscal Impact:

Solano County's revenues for both gas tax and TDA are projected to increase in FY 04-05 and in future years. Indexing STA's future claims of gas tax (2.1%) and TDA (2.7%) will result in an increase of STA revenues based upon the actual revenue for that given fiscal year if both revenue sources increase as projected. For FY 04-05, this would be \$293,066 for gas tax and \$380,052 for TDA. If the policy is not adopted, the amount claimed would be determined by separate Board action, following review by the TAC, on an annual basis.

Recommendation:

Approve the following recommendations:

1. Adopt a policy of the STA Board indexing the STA's annual gas tax and TDA claim at the index rate of 2.1% of the aggregate Solano County total for gas tax and 2.7% of the aggregate Solano County total for TDA beginning in FY 04-05.
2. Approve the FY 04/05 Gas Tax Contribution and TDA Claim Estimates as specified in attachment C and authorize the Executive Director to forward to STA's Member Agencies.

Attachments: A. STA's Priority Projects/Work Plan for FY 03-04
B. STA Gas Tax and TDA Contributions from Member Agencies – Historical, Current and Proposed
C. Estimated Gas Tax and TDA for Member Agencies and STA

VIII. ACTION ITEMS: FINANCIAL

A. Indexing of Future Gas Tax and TDA Contributions

Daryl Halls indicated that based on the Board's directive to develop a five year budget, expenditure and revenue projections, and deliver multi-year priority projects, a policy of indexing future gas tax and TDA claims based on actual revenues generated by the fund source is recommended by the Executive Committee. He provided an update on the development of 5-year budget projections and the TAC suggestion to keep current policy in place.

Board Comments:

Chair Sperling requested an annual review of the claims and a review of the indexing policy in two years.

Member Augustine reviewed the history of TDA contributions from 1998-2002 and requested a cap on annual increases of 2%.

Chair Sperling suggested a review by the board if a large revenue increase is projected for the budget.

Dale Pfeiffer (City of Vacaville's TAC member) noted TDA funds are received locally and requested the use of budget projections in lieu of indexing due to the uncertainty of annual percentage increases.

Daryl Halls noted this proposed indexing policy would enable the STA to plan for and project its two-year budget, forecast longer-range revenues and expenditures, and allow STA to share in a consistent percentage of increases or decreases of these revenues.

Chair Sperling stated indexing of future Gas Tax and TDA contributions will provide STA a stable funding source.

Member MacMillan indicated support of the indexing of Gas Tax and TDA contributions and the annual increase/decrease to member cities. She stated that member cities and the county have made a commitment to the STA and the STA in turn has committed to obtaining additional funding. She recommended a system of checks and balances be in place.

Chair Sperling stated a cap on annual increases could be used to trigger a review by the Board.

Member Courville offered support of indexing because it allows stability to project a budget with the flexibility to review annually.

Member Silva expressed support for indexing to provide STA a stable funding source and to provide planning stability. He stated history revealed income fluctuated by double digits during the 1998-2002 periods. Member Silva recommended moving forward with a provision for annual review at budget time.

Member Augustine expressed concern that timing for Gas Tax and TDA indexing is not prudent because it takes money from cities and does not provide realistic projections.

Member Coglianese provided support for the indexing, because the STA was leveraging other funds. She stated the compromise to have annual reviews seems to handle all concerns and the TAC should alert its Board representative when prudent.

Member Messina stated he is conceptually comfortable with indexing of Gas Tax and TDA funds and stated the concept of annual review provides a fail-safe method of checks and balances

Member Intintoli clarified that the issue being discussed by the Board differed from the one presented by TAC members at the December TAC meeting and that he was supportive of indexing with annual reviews.

Morrie Barr (City of Fairfield's TAC member) stated staff has been very effective in seeking additional funding for member cities and the county. He expressed support for indexing and an annual return of the process for TAC review and input.

Recommendation: Approve the following recommendations:

1. Adopt a policy of the STA Board indexing the STA's annual gas tax and TDA claim at the index rate of 2.1% of the aggregate Solano County total for gas tax and 2.7% of the aggregate Solano County total for TDA beginning in FY 04-05.
2. Approve the FY 04-05 Gas Tax Contribution and TDA Claim Estimates as specified in Attachment C and authorize the Executive Director to forward to STA's Member Agencies.
3. Adopt a policy for annual review of STA's gas tax and TDA claims by the TAC and Board.

On a motion by Member Courville, and a second by Member Silva, the staff recommendation was approved unanimously with the amendment for annual review by the STA TAC and Board.

B. Initiation of Transportation Expenditure Plan Process

Daryl Halls reviewed the 2002 Board decision to develop the Solano Transportation Improvement Authority (STIA) and approval of the expenditure plan for Measure E, which was a proposal to raise the county

March 15, 2005

MEMO FOR RECORD

RE: Methodology to Compute TDA and Gas Tax Contributions from Member Agencies

Transportation Development Act (TDA) Contributions

In January 2004, the STA Board adopted a policy to provide STA 2.7% of the total TDA available to the county for the Operations of STA. The amount of the contribution and the distribution by agency is computed as follows:

- In late February each year, MTC provides a Fund Estimate for TDA funds for the subsequent fiscal year. This Fund Estimate (see attachment A) provides the Total TDA estimated to come to the county and the total amount for each agency. From the Total amount of TDA, MTC deducts their Planning and Administrative charges and the TDA Article 3 (Bicycle) amounts.
- The remaining amount is distributed to the agencies in the county based on population. The STA total TDA contribution is based on the Total TDA; the amount each member agency contributes is based upon their Proportion of the amounts provided to the agencies. See the table below for FY 2005-06.

Total TDA for FY 2005-06	TDA Contribution for STA Operations	Total Contribution by Member Agencies	
\$14,939,970	2.7%	\$403,379	
AGENCY	FY 2005-06 TDA Revenue Estimate	Proportion (%) of TDA to Member Agencies	Member Agency Contribution to STA (% x \$403,379)
Benicia	911,108	0.065	26,220
Dixon	551,726	0.039	15,732
Fairfield	3,495,954	0.249	100,441
Rio Vista	211,748	0.015	6,051
Suisun City	924,606	0.066	26,623
Vacaville	3,209,124	0.228	91,970
Vallejo	4,086,487	0.291	117,383
Solano County	664,771	0.047	18,959
	\$14,055,524	1.000	403,379

- Because the Fund Estimate released by MTC in February is only an estimate, the TDA contribution to STA is recomputed the following February when the revised estimate is released. This revised Fund Estimate provides a more accurate amount of TDA for the current Fiscal Year. The difference in the recomputed amount of contribution versus what was claimed for the Fiscal Year, whether positive or negative, is included in the TDA Contribution amount for the subsequent fiscal year. See Attachment B for this computation.

- The TDA Contributions are presented to the STA TAC and STA Board as part of the annual Budget process.

Gas Tax Contributions

In January 2004, the STA Board adopted a policy to provide STA 2.1% of the total Gas Tax subvention available to the county for the Operations of STA. Although the total contribution is based on the gas tax received by the county agencies, STA does not receive gas tax. The member agencies are invoiced for the contribution and provide the contribution through any eligible source, including Gas Tax; however, STA cannot require any member agency to use gas tax funds for the contribution according to a State audit of one of the member agencies. The amount of the contribution and the distribution by agency is computed as follows:

- In February each year, actual Gas Tax revenue received by member agencies for the previous Calendar Year is downloaded from the State Comptroller's website ([California State Controller's Office - Monthly Highway Users Tax Report](#)). The amounts are prepared in tabular form (see Attachment C).
- The STA total gas contribution is based on the Total gas tax received for the previous calendar year as an estimate for the subsequent fiscal year.
- The amount each member agency contributes is based upon Population, not on their proportion of gas tax received. Because the TDA is distributed based on population, the gas tax contribution for member agencies uses the same percentages as the TDA contributions. See the table below for FY 2005-06.

Total Gas Tax Received in CY 2004 – Estimate for FY 2005-06	Gas Tax Contribution for STA Operations	Total Contribution by Member Agencies	
\$13,882,829	2.1%	\$291,539	
AGENCY		Proportion (%) of TDA to Member Agencies – Also used for Gas Tax	Member Agency Contribution to STA (% x \$291,539)
Benicia		0.065	18,950
Dixon		0.039	11,370
Fairfield		0.249	72,593
Rio Vista		0.015	4,373
Suisun City		0.066	19,242
Vacaville		0.228	66,471
Vallejo		0.291	84,838
Solano County		0.047	13,702
		1.000	\$291,539

- Because the subsequent fiscal year estimate is based on the previous calendar year, the Gas Tax contribution to STA is recomputed the following February when the most recent calendar year data is available. This revised estimate based

on the most recent calendar year provides a more accurate amount of estimated gas tax for the current Fiscal Year. The difference in the recomputed amount of contribution versus what was claimed for the Fiscal Year, whether positive or negative, is included in the gas Tax Contribution amount for the subsequent fiscal year. See Attachment D for this computation.

- The Gas Tax Contributions are presented to the STA TAC and STA Board as part of the annual Budget process.

Attachments

- A. TDA Fund Estimate from MTC
- B. TDA Computations
- C. Gas Tax Receipts for Previous Calendar Year
- D. Gas Tax Computations
- E. Staff Report w/o some attachments (included above)

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Summary of Cities and County Gas Tax Received and Membership Contribution Paid
Fiscal Year (FY) 1999-00 through FY 2015-16, and draft for FY 2016-17

							Gas Tax Received by Cities and County											
	Prior to Indexing						Fiscal Year (FY)											DRAFT
Cities/County	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06 ¹	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13 ²	2013-14 ³	2014-15	2015-16	2016-17
Benicia							523,358.76	514,227.42	510,568.19	508,138.69	485,736.39	467,235.19	432,083.34	525,546.48	408,569.55	430,181.33	537,748.02	466,084.28
Dixon							316,318.14	318,216.67	326,717.40	325,840.27	308,652.64	296,645.54	273,534.24	341,412.07	269,884.74	284,204.49	360,129.18	320,307.52
Fairfield							1,956,795.81	1,941,176.44	1,941,220.46	1,916,031.14	1,819,019.52	1,756,376.43	1,628,368.99	1,962,217.09	1,526,683.92	1,603,363.60	2,048,571.28	1,826,113.66
Rio Vista							119,861.27	127,901.77	136,897.50	143,680.75	141,809.61	139,731.69	130,370.96	160,099.85	124,688.22	131,316.06	171,796.18	141,626.57
Suisun City							522,355.36	519,864.88	518,055.83	512,492.19	488,078.84	476,278.47	445,389.24	541,476.99	420,972.84	443,074.63	553,996.34	483,012.34
Vacaville							1,793,318.60	1,783,504.85	1,781,690.92	1,753,908.41	1,657,685.00	1,593,215.42	1,480,698.70	1,786,610.30	1,390,377.13	1,451,975.06	1,852,709.01	1,579,665.25
Vallejo							2,290,471.83	2,252,050.69	2,232,067.07	2,199,116.00	2,078,368.93	1,995,736.55	1,841,040.86	2,229,219.35	1,734,617.01	1,812,130.33	2,309,160.17	1,983,016.89
Solano County							6,360,349.00	6,293,089.92	6,268,669.57	6,192,722.17	5,869,804.89	5,715,523.20	5,373,417.57	6,500,872.78	5,164,235.62	5,457,878.19	6,839,084.74	6,023,282.62
TOTAL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,882,828.77	\$13,750,032.64	\$13,715,886.94	\$13,551,929.62	\$12,849,155.82	\$12,440,742.49	\$11,604,903.90	\$14,047,454.91	\$11,040,029.03	\$11,614,123.69	\$14,673,194.92	\$12,823,109.13
Members Contributions Received by STA																		
	Prior to Indexing						Fiscal Year (FY)											DRAFT
Cities/County	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06 ¹	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13 ²	2013-14 ³	2014-15	2015-16	2016-17
Benicia	19,054	20,093	20,832	20,832	20,832	18,662	19,470	18,536	18,618	18,164	16,479	16,567	14,827	22,735	11,035	16,651	24,174	14,960
Dixon	9,887	10,572	11,170	11,170	11,170	11,142	11,684	11,224	11,705	11,684	10,601	10,406	9,313	14,249	7,502	11,308	16,419	10,160
Fairfield	62,672	64,689	68,458	68,458	68,458	70,714	74,338	71,125	71,564	70,213	63,701	63,207	56,408	85,759	42,654	65,802	96,307	59,596
Rio Vista	2,682	3,045	3,484	3,484	3,484	3,950	4,431	4,307	4,658	4,903	4,449	4,778	4,357	6,736	3,024	4,588	6,763	4,185
Suisun City	17,994	18,728	19,575	19,575	19,575	18,524	19,742	18,811	18,885	18,449	16,738	16,692	15,293	23,441	11,480	17,306	25,129	15,550
Vacaville	60,004	62,589	65,728	65,728	65,728	64,781	68,106	65,290	65,915	64,092	58,148	57,376	51,114	78,757	37,850	56,965	82,485	51,042
Vallejo	76,219	78,971	82,393	82,393	82,393	82,856	87,044	83,140	82,598	80,517	73,050	71,700	64,154	98,288	47,413	71,708	104,233	64,501
Solano County	13,958	14,282	14,977	14,977	14,977	13,556	14,074	13,525	13,370	13,124	11,905	11,950	10,681	16,321	7,722	11,622	16,863	10,434
TOTAL	\$262,470	\$272,969	\$286,617	\$286,617	\$286,617	\$284,185	\$298,889	\$285,958	\$287,313	\$281,146	\$255,071	\$252,676	\$226,147	\$346,286	\$168,680	\$255,950	\$372,373	\$230,428
Note:																		
1. In January 2004, the STA Board unanimously adopted a policy to index the annual Members Contribution of 2.1% based on the gas tax revenues received by the cities and County. The gas tax is based on the prior calendar year actual gas tax revenues received by all agencies in Solano County.																		
2. In April 2011, the State paid back the gas tax previously deferred.																		
3. Starting January 2013, the Used Highway User Tax excluded the HUTA 2103 in the calculation of gas tax received.																		

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DATE: February 17, 2016
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016. Monthly legislative updates are provided by STA's State and Federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

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

The State Board of Equalization is considering making another adjustment to the excise tax on gas due to the continued lower gas prices. The range is anywhere from 2 to 6 cents downward, which will further devastate the STIP, and further reduce the amount of funding to cities and counties for local streets and roads. A formal announcement is expected in March, but our legislative advocates and many of our partner agencies throughout the state are already in discussions with state administrators about this issue.

STA Board Members will meet in Sacramento on February 29th with Solano's state legislators and key state agency staff to provide the current status of STA priority projects and discuss future funding.

Federal Legislative Update (Akin Gump):

Surface Transportation Reauthorization:

The Fixing America's Surface Transportation (FAST) Act that was approved by both the House and the Senate and signed by the President will provide guidance to the STA's trip to Washington D.C.

Fiscal Year 2016 Appropriations

The President signed into law a \$1.9 trillion spending bill for fiscal year 2016. The omnibus appropriations law includes \$57.6 billion for Transportation-HUD (THUD) programs, an over \$5 billion increase over fiscal year 2015. The higher funding reflects the increased domestic discretionary funding provided by the Bipartisan Budget Act of 2015, which was enacted on November 2, 2015 and the surface transportation funding levels provided in the recently passed FAST Act.

Staff is working with Susan Lent, STA's federal lobbyist, to prepare the agenda for a visit to Washington DC the week of April 18th.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

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February 1, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature reconvened for the second year of the two-year 2015-16 Regular Legislative Session on January 4. The last day for bills to be introduced is February 19, before which a number of new bills will be introduced. Once we have a clearer picture of all new 2016 bills, we will work with your staff to identify critical measures on which the Board may want to adopt an advocacy position.

Governor's Budget Released

On January 7, Governor Brown released his proposed 2016-17 budget. The Governor's Proposed Budget doubles down on the need to find a solution to the state's transportation infrastructure crisis and again highlights **his proposal to invest \$36 billion in transportation over the next decade**. The Governor reminds us that the Legislature has convened a conference committee as part of the special session on transportation infrastructure and that work continues toward delivering a comprehensive transportation funding plan, and hopes the conference committee will focus on a few key principles:

- Focusing new revenue primarily on "fix-it-first" investments to repair neighborhood roads and state highways and bridges;
- Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy;
- Providing funding to match locally generated funds for high-priority transportation projects;
- Continuing measures to improve performance, accountability and efficiency at Caltrans;
- Investing in passenger rail and public transit modernization and improvement; and,
- Avoiding an impact on the precariously balanced General Fund.

The Governor's proposed transportation funding package includes "a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues," and would be split evenly between state and local transportation priorities.

As was the case in September 2015, the Governor's package focuses on maintenance and preservation, and also includes a significant investment in public transit.

Specifically, the proposal includes annualized new revenues as follows:

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

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

The Frazier Plan

The day before Governor Brown released his budget, Assembly Member Jim Frazier (D-Oakley), Chair of the Assembly Transportation Committee, **announced a transportation funding package totaling almost \$7 billion in new investments in highways, local streets & roads, goods movement, and transit.** The bill, AB 1591, would invest in California's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon (over \$3.3 billion annually) and indexing it against the Consumer Price Index every three years thereafter to be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after a 5 percent set aside for aspiring self-help counties;
- Increasing the diesel fuel tax by 30 cents a gallon (\$840 million annually), indexing it, and dedicating it to the Trade Corridors Improvement Fund (TCIF);
- Increasing the vehicle registration fee by \$38 annually (\$1.254 billion annually) and directing those funds to road maintenance and rehabilitation;
- Imposing an electric vehicle surcharge of \$165 (\$35 million annually) directed to road maintenance and rehabilitation;
- Requiring repayment of outstanding transportation loans (\$879 million one-time) directly to cities and counties for road maintenance;
- Restoring the truck weight fees (\$1 billion annually for STIP, Local Streets and Roads, and the SHOPP; and,
- Allocating cap and trade revenue auctions, as follows:
 - 20% (approximately \$400 million annually) to the TCIF;
 - 10% (\$200 million annually) more for intercity rail and transit, for a total of 20% of the auction proceeds.

We are tracking AB 1591 for the Board and will provide regular updates on the transportation funding discussion.

CTC Adopts New STIP Estimate

On January 20, the California Transportation Commission adopted a funding estimate for the State Transportation Improvement Program (STIP), used to add capacity/make improvements to the state highway system and fund regional priority projects. As part of the Governor's January Budget release, the Department of Finance shared a revised estimate of 9.8 cents/gallon for the price-based excise tax on gasoline (currently set by the Board of Equalization [BOE] at 12 cents/gallon). The price-based excise tax on gasoline is currently the only source of revenue for the STIP and the new projection, if adopted by the BOE in March, would cut the revenue flowing to the STIP in half, down to approximately \$150 million annually. This estimate resulted in the CTC adopting a 5-year STIP fund estimate that, given the current level of programming in the STIP and the revenue expected to come in, reduced the capacity for projects by \$750 million. As a result, regional transportation agencies around the state, responsible for programming a portion of the projects in the STIP, would need to deprogram approximately \$565 million in projects, with the state deprogramming the rest. The impact of this on Solano County will be approximately \$6 million. **We are working to encourage the Legislature to act to remedy the action by both BOE and the CTC.**

STA Projected to Decrease

The first quarter 2015-16 allocations to the State Transit Assistance (STA) Program point to a lower overall program funding level materializing in the current fiscal year than previously expected. Based on the revenue estimates contained in the Governor's proposed 2016-17 Budget, the STA is projected to finish the current fiscal year at approximately \$299.4 million, \$52 million below the estimate from June 2015 of \$351.5 million. However, actual first-quarter revenues into the program are already lower than that estimate, and project out to \$282 million for the current year. In 2016-17, the STA Program is expected to increase slightly to \$315.2 million. The sharp decreases are due to the downward trend in the price of oil and diesel fuel.

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being 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 Board is in SUPPORT of this bill. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

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

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).***

ABX1 24 (Levine and Ting) Bay Area Transportation Commission

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

SBX1 1 (Beall) Transportation Funding

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

Regular Session Bills of Interest**ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes**

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

AB 516 (Mullin) Temporary License Plates

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

AB 779 (Garcia) Congestion Management Programs

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

AB 1591 (Frazier) Transportation Funding

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

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system. ***On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement. The STA Board has a SEEK AMENDMENTS position on this bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15). The Author's Office indicates this bill will not move forward.***



M E M O R A N D U M

February 1, 2016

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

During the month of January, we finalized the dates for the STA Board and staff trip to Washington D.C. The trip is scheduled for the week of April 18 and will entail site visits to toll road corridors near Washington, D.C. and meetings with elected officials, Department of Transportation officials and Amtrak. We are working with staff to develop an agenda and list of proposed meetings. We will take advantage of the new opportunities to pursue federal funding for highway and transit projects as well as the potential opportunity to pursue an Amtrak stop in Solano County.

Last year concluded with Congress passing and the President signing into law the Fixing America's Transportation (FAST) Act, which authorizes funding for highway and transit programs from fiscal year 2016 through 2020, and the fiscal year 2016 transportation appropriations law. Both the FAST Act and the appropriations legislation provide opportunities for STA, including new discretionary freight transportation and bus and bus facilities grant programs and another round of TIGER grant funding. In the year ahead, we will assist STA with determining the projects for which it will pursue funding and then communicating the merits of those projects to members of Congress and DOT officials. We will monitor DOT's release of notices of funding availability and issuance of notices of proposed rulemaking implementing the FAST Act, including the environmental streamlining provisions.

The President has said that he will release his final budget on February 9. Congress will hold hearings on the budget and develop its own budget as well as appropriations bills. We will monitor the process and keep you apprised. In light of the election, Congress likely will attempt to finish work by late September or the first week of October so that Members can return to their districts to campaign. It is too early to tell whether Congress will be able to pass appropriations bills or will be forced to pass a Continuing Resolution, although Continuing Resolutions are not uncommon in election years when the parties find it difficult to reach agreement on issues.

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DATE: February 17, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
	Regional		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	No Deadline
	State		
1.	Affordable Housing Sustainable Communities Program*	Approximately \$400 million	February 2016
	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						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/oq/aqip/cvrp.htm

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

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

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Affordable Housing Sustainable Communities Program	Drew Hart STA 707/399.3214 dhart@sta.ca.gov	February 2016	Approx. \$400 million	The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that connect land-use, housing, and transportation to support infill and compact development	N/A	http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf



DATE: February 20, 2016
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

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

Attachments:

- A. Paratransit Coordinating Council (PCC) DRAFT Meeting Minutes of January 21, 2016

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Minutes for the Meeting of January 21, 2016

1. CALL TO ORDER

Ernest Rogers called the meeting to order at 2:30 p.m. in the Dixon Senior Center.

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

Lyall Abbott	Member-at-Large
Richard Burnett	MTC PAC Representative
Curtis Cole	Public Agency – Health & Social Services
Judy Nash	Public Agency – Education
Ernest Rogers	Chair, Transit User
James Williams	Member-at-Large (arrived at 2:45 p.m.)

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

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

Also Present: *In Alphabetical Order by Last Name*

Julia Decker	Transit User, Dixon Redit-Ride
Sheila Ernst	STA
Rachel Ford	Solano County Behavioral Health
Vicki Jacobs	City of Dixon, Dixon Redit-Ride
Janet Koster	City of Dixon, Dixon Redit-Ride
Dollene Jones	Alameda County Guest
Debbie McQuilkin	STA
Peggy Nelson	Winters Senior Foundation
Liz Niedziela	STA
Wally Pearce	Winters Senior Foundation
Kay Pichakron	Transit User, Dixon Redit-Ride
Tip Pichakron	Transit User, Dixon Redit-Ride
Cookie Powell	Dixon Family Services
Ellen Smith	Transit User, Dixon Redit-Ride
Jon Staneker	Transit User, Dixon Redit-Ride
Richard Thomaier	Transit User, Dixon Redit-Ride
Kesorn Thomaier	Transit User, Dixon Redit-Ride
Dolores Tomaselli	Transit User, Dixon Redit-Ride
Tanya Tull	Heritage Commons
Debbie Whitbeck	Fairfield and Suisun Transit

2. CONFIRM QUORUM

A quorum was confirmed.

3. INTRODUCTIONS

4. APPROVAL OF AGENDA

With a motion by Richard Burnett and a second by Lyall Abbott, the PCC approved the January 21, 2016 agenda. (6 Ayes, 5 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

Julia Decker commented that it is difficult to get to medical appointments in Vacaville. She recommended adding more rides to the FAST Route 30 or extending the hours of operation.

Dolores Tomaselli commented that it is difficult to get to her medical appointments at UCD Medical Center in Sacramento.

Wally Pearce asked where the Yolo bus stop in Winters is located.

Liz Niedziela responded that STA staff will get back to him with the information.

Ellen Smith asked if there is a bus that stops at the David Grant Medical Center on Travis AFB. Debbie Whitbeck responded “yes” and provided her with a FAST bus schedule. Ellen Smith also requested the Read-Ride make stops at Pedrick Produce Market at least twice a month.

Jon Staneker requested that the Dixon Read-Ride make stops at the Sacramento Veteran Cemetery out on Midway Road.

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

Cookie Powell, the Executive Director of Dixon Family Services, provided an overview of the services that they offer to the Dixon community.

7. PRESENTATIONS

(1) Vicki Jacobs provided a video presentation on the Dixon Read-Ride Service.

(2) Debbie McQuilkin provided a presentation on the Transportation Alternatives for Dixon. (Attachment A)

8. CONSENT CALENDAR

A. Minutes of the PCC Meeting of November 19, 2015.

Recommendation:

Approve PCC minutes of November 19, 2015.

With a motion by James Williams and a second by Lyall Abbott, the PCC approved Consent Calendar Item A. (6 Ayes, 4 Absent)

9. ACTION ITEM

A. Membership Status and Appointment

Liz Niedziela provided an update on the PCC Membership Status and Appointment. She explained that STA staff received an interest form from Rachel Ford who works with people with disabilities, is familiar with their transportation needs and would like to serve as a Social Services Provider on the STA Paratransit Coordinating Council. Ms. Niedziela concluded that if Ms. Ford is appointed to the PCC the committee will be fully appointed.

Recommendations:

Forward a recommendation to the STA Board to appoint Rachel Ford to the Paratransit Coordinating Council for a three (3) year term as a Social Services Provider.

With a motion by Curtis Cole and a second by Richard Burnett, the PCC approved the recommendation. (6 Ayes, 4 Absent)

10. INFORMATIONAL ITEMS - DISCUSSION

A. 2016 PCC Draft Outreach Plan Discussion

Liz Niedziela discussed the 2016 PCC Draft Outreach Plan. She explained that STA staff would like to take this opportunity to have Committee members discuss, make comments, and give direction to STA staff on the development of a 2016 Outreach Plan. She stated that the purpose of Outreach Plan is to implement ways to promote awareness of the PCC and its information and advisory function and to encourage people with disabilities, seniors, economically disadvantaged to take advantage of the opportunity to provide comments on the transportation system studies and plans. Ms. Niedziela encouraged members to email her with their comments.

B. 2016 PCC Draft Work Plan

Liz Niedziela discussed the 2016 PCC Draft Work Plan. She explained that the past PCC Work Plan focused on developing expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income, and transit dependent passengers, as well as on outreach activities. She stated that the STA would like the Committee members to discuss, make comments, and give direction to STA staff on the development of a 2016 Work Plan. Ms. Niedziela encouraged members to email her with their comments.

11. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

None.

12. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2016 PCC Meetings and Locations

13. TRANSIT OPERATOR UPDATES

Dixon Redit-Ride:

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

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on FAST service.

Rio Vista Delta Breeze:

Liz Niedziela provided a brief update on the Rio Vista Delta Breeze service.

SolTrans:

Liz Niedziela provided a brief update on the SolTrans service and promotions.

Vacaville City Coach:

Liz Niedziela provided a brief update on the Vacaville City Coach service and promotions.

14. ADJOURNMENT

The meeting adjourned at 4:15 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, March 17, 2016 at the Vacaville Ulati Center located at 1000 Ulati Drive.**

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DATE: February 19, 2016
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2016

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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

SUMMARY:

STA Board:

Consortium :

TAC:

BAC:

PAC:

PCC:

Meets 2nd Wednesday of Every Month

Meets Last Tuesday of Every Month

Meets Last Wednesday of Every Month

BAC: Meets 1st Thursday of every Odd Month

PAC: Meets 1st Thursday of every Even Month

PCC: Meets 3rd Thursday of every Odd Month

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