



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, March 30, 2016
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

- | <u>ITEM</u> | <u>STAFF PERSON</u> |
|---|---------------------------------|
| 1. CALL TO ORDER | Daryl Halls, Chair |
| 2. APPROVAL OF AGENDA | |
| 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 -1:35 p.m.) | |
| 4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 2:05 p.m.) | |
| A. TAC/Solano Planning Directors Input to ABAG/MTC Merger Study | Dan Marks, Management Partners |
| B. Update on Fairfield/Vacaville Train Station | George Hicks, City of Fairfield |
| 5. CONSENT CALENDAR | |
| <u>Recommendation:</u>
Approve the following consent items in one motion.
(2:05 – 2:10 p.m.) | |
| A. Minutes of the TAC Meeting of February 24, 2016 | Johanna Masiclat |
| <u>Recommendation:</u>
Approve TAC Meeting Minutes of February 24, 2016.
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| B. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report | Debbie McQuilkin |
| <u>Recommendation:</u>
Forward a recommendation to the STA Board to file and receive.
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TAC MEMBERS

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

- C. Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Quarter 2 Report** Debbie McQuilkin
Recommendation:
Forward a recommendation to the STA Board to file and receive.
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- D. Regional Measure 2 SolanoExpress Funding** Philip Kamhi
Recommendation:
Forward a recommendation to the STA Board to approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.
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- E. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution** Philip Kamhi
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2016-17.
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- F. Contract Extension for Countywide ADA Assessments – C.A.R.E Evaluators** Kristina Holden
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to execute a one year contract extension with C.A.R.E. Evaluators with an amount not-to-exceed \$213,300.
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6. ACTION NON-FINANCIAL ITEMS

- A. Strategic Projects Online Tracking (SPOT) Solano** Anthony Adams
Recommendation:
Forward a recommendation to the STA Board to approve the Strategic Project Online Tracker.
(2:05 – 2:10 p.m.)
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- B. Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2016-17 3-Year PID Work Plan as specified in Attachment A and forward to Caltrans.
(2:10 – 2:15 p.m.)
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C. Legislative Update

Jayne Bauer

Recommendation:

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

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

(2:15 – 2:20 p.m.)

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7. INFORMATIONAL ITEMS – DISCUSSION

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

Anthony Adams

(2:20 – 2:30 p.m.)

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

Daryl Halls
Robert Macaulay

(2:10 – 2:20 p.m.)

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

Susan Furtado

(2:20 – 2:30 p.m.)

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D. Project Delivery Update

Anthony Adams

(2:30 – 2:40 p.m.)

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NO DISCUSSION

E. Summary of Funding Opportunities

Drew Hart

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F. Draft Meeting Minutes of STA Board & Advisory Committees

Johanna Masiplat

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

Johanna Masiplat

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8. UPCOMING TAC AGENDA ITEMS

April 2016

- A. Regional Transportation Impact Fee (RTIF) Update
- B. Bike/Ped Counter One Year Summary Report
- C. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- D. Solano ReGIS Update – County of Solano
- E. Approval of 2016 SolanoExpress Marketing Plan
- F. CTP Public Input Update
- G. Status of STA Planning Activities
- H. Status of OBAG 1 Projects
- I. Draft STA's Overall Work Plan (OWP) for FY 2016-17 and FY 2017-18

May 2016

- A. Development of Alternative Fuels Policy for SolanoExpress Buses
- B. SR 37 Corridor Update
- C. Update on Five Priority Development Areas (PDAs) Studies
- D. Status of STA Programming and Project Delivery Activities
- E. Solano Mobility Program Update
- F. CTP Public Input Update
- G. Approval of STA's Overall Work Plan (OWP) for FY 2016-17 and FY 2017-18
- H. Priority Conservation Areas (PCA) Plan

June/July 2016

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

9. ADJOURNMENT

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



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
February 24, 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:	Steven Yee for Graham Wadsworth Joe Leach George Hicks Dave Melilli Amanda Dum for Tim McSorley Steve Hartwig David Kleinschmidt Matt Tuggle	City of Benicia City of Dixon City of Fairfield City of Rio Vista City of Suisun City City of Vacaville City of Vallejo Solano County
TAC Members Absent:	Graham Wadsworth Tim McSorley	City of Benicia City of Suisun City

**STA Staff and Others
Present:**

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Nick Burton	STA
Zachary Chop	Caltrans
Nick Endrawos	Caltrans
Sarah Fitzgerald	STA
Susan Furtado	STA
Robert Guerrero	STA
Daryl Halls	STA
Robert Macaulay	STA
Johanna Masclat	STA
Debbie McQuilkin	STA

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

A. Caltrans Update on Current SHOPP Projects

Presented by: Nick Endrawos, Caltrans

B. Update and Follow-up to Telephone Town Hall Meetings and Comprehensive Transportation Plan (CTP) Public Outreach

Presented by: Daryl Halls

Other Announcements:

- Robert Macaulay noted that the Metropolitan Transportation Commission (MTC) is preparing to release project performance results for Plan Bay Area 2040 in April 2016. Before a broad public release, he noted that MTC will meet with the STA on Thursday, March 17, 2016 from 9:30-11:30 a.m. and invited the TAC members to attend.
- Jayne Bauer announced that a Federal Legislative Workshop has been scheduled with the STA Board members at 5:00 p.m. (prior to the STA Board meeting), Wednesday, March 9, 2016 at Suisun Council Chambers, and encouraged the STA TAC members to attend.

5. CONSENT CALENDAR

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC approved Consent Calendar Item A, Minutes of the TAC Meeting of January 27, 2016 to include the following amendment:

- The second motion was made by Joe Leach to Item 7.B, Legislative Update

A. Minutes of the TAC Meeting of January 27, 2016

Recommendation:

Approve TAC Meeting Minutes of January 27, 2016.

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6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON FINANCIAL ITEMS

A. Active Transportation Program (ATP) Grant Authorization

Drew Hart reviewed the application and grant process for the ATP Cycle 3 funding for the Bay Trail/Vine Trail Gap Closure project In Vallejo. He noted that the 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 statewide. He also cited that the CTC is currently hosting four workshops to take comments regarding the Application and Grant process. He added that STA submitted an application for the Bay Trail/Vine Trail in Cycle 2 which ended up on MTC's alternate project 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.

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.

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

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

Sarah Fitzgerald reviewed the application and evaluation process of the grant that will cover 2 school years 2016-17 and 2017-18. She noted that 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, and SR2S-AC made some minor modifications to the scope of work. She added that 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.

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.

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

8. INFORMATIONAL – DISCUSSION

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

In response to a request, Robert Macaulay noted that STA staff has arranged for Management Partners, a consultant hired by ABAG and MTC to assess their potential merger, to come to the March 2016 TAC meeting. The fact sheet included in the report is intended to provide the TAC and Planning Directors with early notice of this requested meeting. He added that the discussion will occur not only with TAC members, but also with the Solano County Planning Directors group which will be invited to attend the March TAC meeting.

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

Robert Macaulay noted that the STA requested that member agency staff members begin the process to identify potential projects that merit consideration for the federal funding administrative requirements. He noted the projects should be 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 or board of supervisors action).

C. Strategic Project Online Tracker (SPOT)

Anthony Adams provided an update to the development of SPOT. He noted that at the most recent TAC meeting, January 27, 2016, SPOT was presented to its members, and that 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. Anthony added that 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.

He concluded by stating that member agencies 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

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

Daryl Halls provided a history of STA's Indexing Policy for Annual Membership Contributions. He noted that at that time, the STA would annually request 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.

He continued by explaining that 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 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.

After discussion, the STA TAC requested to bring back this item in preparation for FY 2016-17, that staff provide an updated description of the HUTA funds distribution basis and options for consideration of a 2-year budgeting of the member contribution for the TAC to discuss at a future meeting.

NO DISCUSSION ITEMS

E. Legislative Update

F. Summary of Funding Opportunities

G. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

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

10. ADJOURNMENT

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

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

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DATE: March 4, 2016
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Second Quarter of FY 2015-16, STA received the allocation from the State Controller's Office in the amount of \$88,897 and has deducted \$2,667 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$72,329. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$47,845.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2015-16 and is compared to the total FY 2014-15 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total program activities at 70% compared to the FY 2014-15.

The Cities of Benicia, Dixon and Vacaville are well on their way to meet or exceed total vehicles abated as compared to the total for FY 2014-15. The City of Vallejo has already abated more vehicles in FY 2015-16 than in all of FY 2014-15.

Overall the program is at 70% of total vehicles abated from the previous fiscal year.

The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter.

Fiscal Impact:

None

Recommendation:

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

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2015-16 and FY 2014-15

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2015-16 and FY 2014-15
Second Quarter Ending December 31, 2015**

	FY 2015-16 (Q1 & Q2)				FY 2014-15		
Member Agency	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	215	\$5,045	\$23	63%	341	\$8,627	\$25
City of Dixon	118	\$9,066	\$77	71%	166	\$17,561	\$106
City of Fairfield	917	\$28,639	\$31	51%	1,805	\$53,782	\$30
City of Rio Vista	0	0	0	0	0	0	0
City of Suisun City	87	\$10,202	\$118	52%	168	\$32,740	\$195
City of Vacaville	53	\$23,653	\$446	82%	65	\$40,485	\$623
City of Vallejo	1,453	\$83,108	\$57	103%	1,409	\$217,743	\$155
Solano County Unincorporated area	17	\$2,784	\$163	12%	145	\$6,887	\$47
Total	2,860	\$162,497	\$57	70%	4,099	\$377,823	\$93

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$47,845. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2015-16.



DATE: March 29, 2016
TO: STA TAC
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Quarter 2 Report

Background:

On July 12, 2013, the Solano Transportation Authority (STA), Solano County's five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when the program was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This staff request provides information on the Intercity Taxi Program's performance through Quarter 2 (Q2) of Fiscal Year (FY) 2015-2016 (October 1, 2015-December 31, 2015).

Discussion:

The Solano Transportation Authority (STA) staff has completed review of operations in the Second Quarter of FY 2015-2016. The following provides average quarterly program information and FY15-16 Q1 and Q2 program information, in order to provide comparable data:

	2009- 2010	2010- 2011	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015-16	2015-16
	Quarterly Average						Q1	Q2
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201	1,212
Fare Revenue	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015	\$18,180
Passenger Trips	918	1,484	2,411	3,195	2,961	3,206	3102	3169
Cost	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278	\$164,115
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%	11%

There have been minor increases in service use to the program from FY15-16 between Q1 and Q2.

Update:

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares that will be effective on July 1, 2016.

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

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

This fare adjustment is projected to improve the program's farebox recovery ratio and increase the supply of taxi scrip to be available next fiscal year. Currently, the taxi scrip sells out every month in every city except for Rio Vista.

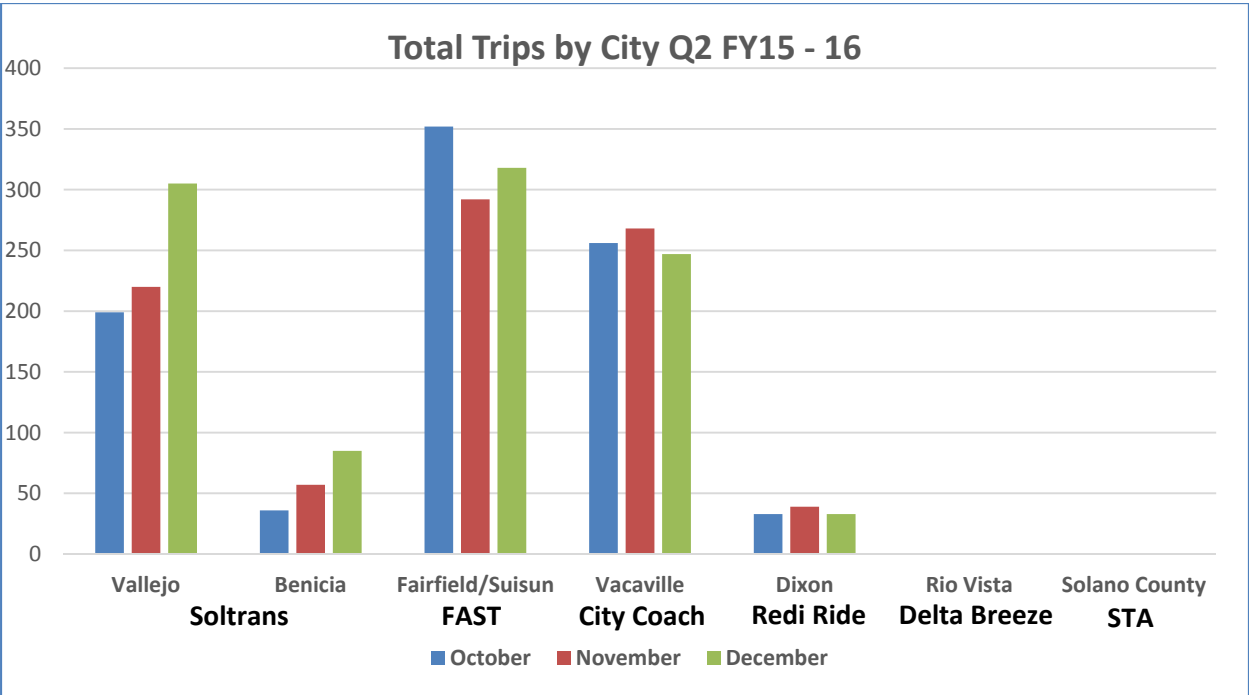
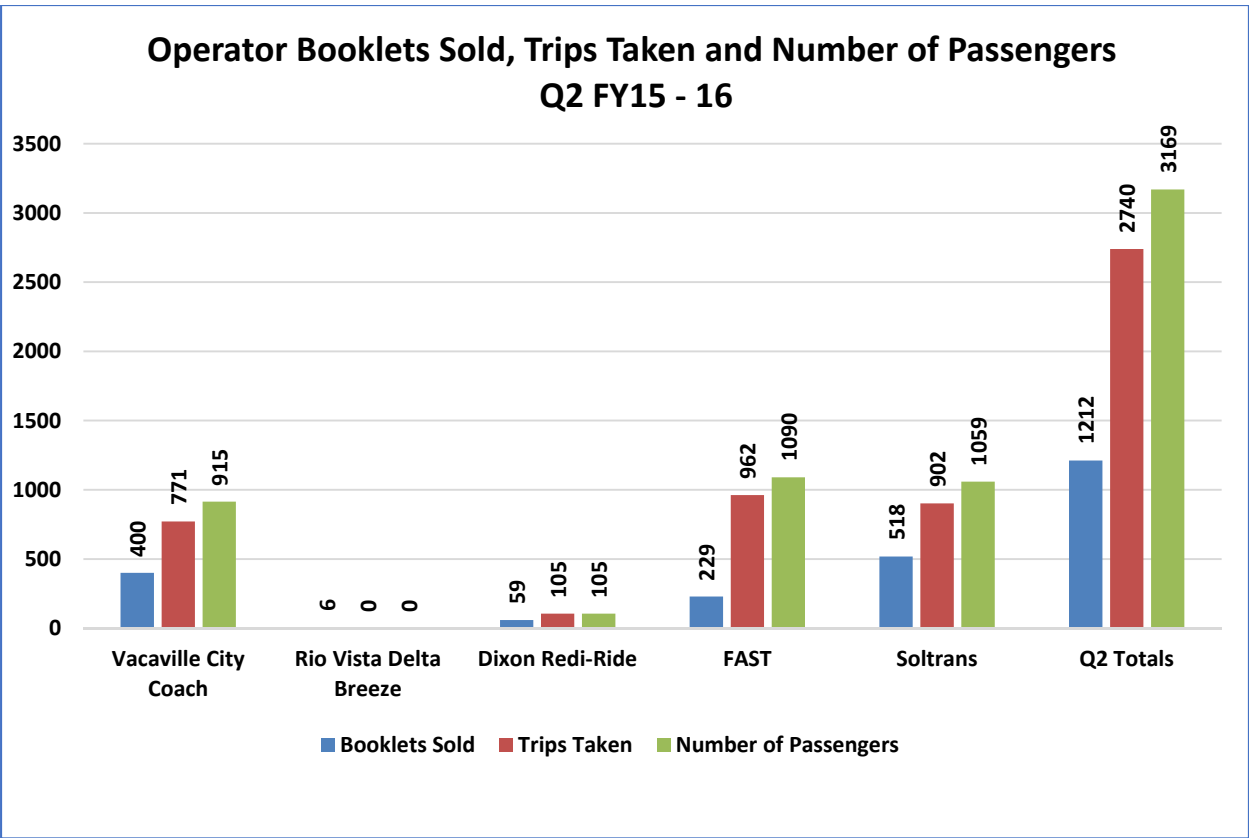
The low-income discount fare are available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care. STA staff have been working with the Solano County Department of Health and Social Services to identify passengers that are eligible for this discount fare. Attachment B contains samples of materials that will be used to inform the public of these changes.

Recommendation:

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

Attachments:

- A. Intercity Taxi Scrip FY 2015-16 Q2 Data
- B. Sample Fare Change Outreach Materials



**Total Operator Booklets Sold, Trips Taken and Number of
Passengers
Q1 and Q2 FY15 - 16 Comparison**



***Passengers may exceed trips taken due to shared rides**

Attention

There will be a Fare Increase Effective July 1, 2016. The cost of the scrip booklets will be:

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

*The low income discount fare is for ADA certified passengers meeting the criteria for one of these low income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKS, PG&E Care.

Please call **1-800-535-6883** or email solanotaxiscrip@sta.ca.gov for more information.

SOLANO COUNTY INTERCITY TAXI SCRIP PROGRAM

(FOR ADA CERTIFIED INDIVIDUALS)



Fare Change Effective July 1st, 2016

New Prices

- ▶ \$40 for \$100 worth of scrip for ADA certified individuals
- ▶ \$20 for \$100 worth of scrip for low-income ADA certified individuals*

* Those already qualified for the following low-income programs:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

If you are interested in qualifying for the low-income discount, contact the Solano Mobility Call Center at 800-535-6883 or email at solanotaxiscrip@sta.ca.gov

What does this fare change accomplish?

- ▶ Increases availability of Intercity Taxi Scrip by 25%
- ▶ Financially sustains the program
- ▶ Fare rate remains lower than all other local taxi scrip programs in Solano County
- ▶ Provides capacity to add non-ambulatory service in the future
- ▶ Allows low fare option for low income, ADA certified individuals



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707-399-3239



800-535-6883

www.solanomobility.org
solanotaxiscrip@sta.ca.gov

Español PROGRAMA DE VALES (SCRIP) DE TAXI INTERURBANO DEL CONDADO DE SOLANO
(PARA PERSONAS CERTIFICADAS CONFORME A ADA)

Cambio de tarifas Vigente a partir del 1º de Julio de 2016

Nuevas tarifas

- \$ 40 por \$100 en vales para las personas certificadas
- \$20 por \$100 en vales para las personas certificadas de bajos ingresos*

* Las que ya calificaron para los siguientes programas de bajos ingresos:

Medi-Cal, Ingresos Suplementales de Seguridad, Asistencia General del Condado de Solano, CalFresh, CalWORKs, y PG&E Care.

Si usted está interesado en calificar para el descuento de bajos ingresos, comuníquese con el Centro de Llamadas de Movilidad de Solano al 800-535-6883 o por correo electrónico a solanotaxiscrip@sta.ca.gov

¿Qué se logra con este cambio de tarifas?

- Se aumenta la disponibilidad de vales de taxi interurbano en un 25%
- El programa se sostiene financieramente
- Las tarifas siguen siendo más bajas que todos los demás programas de vales de taxi local en el condado de Solano
- Se tiene la capacidad para agregar un servicio no ambulatorio en el futuro
- Permite una opción de tarifa baja para las personas de bajos ingresos certificadas conforme a ADA

Por favor visite nuestro sitio web o llame para obtener más información al:

800-535-6883 or www.solanomobility.org

Tagalog PROGRAMA NG INTERCITY TAXI SCRIP NG SOLANO COUNTY
(PARA SA MGA INDIBIDUWAL NA SERTIPIKADO NG ADA)

Pagbabago sa Pasahe Epektibo sa Hulyo 1, 2016

Mga Bagong Presyo

- \$40 para sa \$100 na halaga ng scrip para sa mga indibiduwal na sertipikado ng ADA
- \$20 para sa \$100 na halaga ng scrip para sa mga indibiduwal na may mababang kita na sertipikado ng ADA*

* Iyong mga kuwalipikado na sa sumusunod na mga programa para sa may mababang kita:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, at PG&E Care.

Kung interesado kayo na maging kuwalipikado sa diskuwento para sa may mababang kita, kontakin ang Solano Mobility Call Center sa 800-535-6883 o magpadala ng email sa solanotaxiscrip@sta.ca.gov

Ano ang nagagawa ng pagbabagong ito ng pasahe?

- Nagdaragdag ng paggamit sa Intercity Taxi Scrip ng 25%
- Pinapanatili ang pinansiyal na kakayahan ng programa
- Ang halaga ng pasahe ay nananatiling mas mababa kaysa sa lahat ng iba pang mga programa ng lokal na taxi scrip sa Solano County
- Nagkakaloob ng kakayahan na magdagdag ng non-ambulatory na serbisyo sa hinaharap
- Nagpapahintulot sa opsiyon ng mababang pasahe para sa may mababang kita, mga indibiduwal na sertipikado ng ADA

Mangyaring bumisita sa aming website o tumawag para sa higit na impormasyon sa:

800-535-6883 or www.solanomobility.org

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DATE: March 17, 2016
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: Regional Measure 2 SolanoExpress Funding

Background:

In March 2004, Bay Area voters passed Regional Measure 2 (RM2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916. Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding. A local match is not required for RM2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by MTC.

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain transit operating projects through FY 2015-16. Escalation funds were withheld by MTC in FY 2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. MTC staff believes there are now sufficient RM2 toll revenues to allocate a total of \$1.4 million in escalation funds for eligible transit operating projects. In addition to escalation, MTC staff is applying funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from regional express bus routes that did not meet RM2 Operating performance standards.

Discussion:

Based on this additional RM2 operating funding being available, at the May 2015 Metropolitan Transportation Commission meeting, the Solano Transportation Authority was approved for

\$738,000 in annual RM2 funding to be used for expanded express bus service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 1. In the interim, STA staff discussed with MTC plans to allocate this funding to costs associated with the Phase 2 Transit Corridor study, and to implement interim expansions to the SolanoExpress system in partnership with Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that are synergistic with the Transit Corridor Study Phase 1 service concepts.

At the July 8, 2015 STA Board Meeting, the STA Board approved a recommendation to program \$738,000 of Regional Measure 2 (RM2) funding to be used in FY 2015-16 for the Transit Corridor Study Phase 2 and associated system planning and implementation (\$421,000) and for SolanoExpress interim service expansion on Routes 40, 78, 80 and 90 (\$317,000).

Although the STA Board has authorized the programming of the \$421,000 of RM2 for the Transit Corridor Study Phase 2 and associated system planning and implementation, MTC has requested that the STA use this funding for specific activities. In particular, they will allocate the funding as follows:

- \$130,500 for express bus planning
- \$80,000 for the marketing of new/modified express service
- \$40,000 for implementation related tasks (i.e. mapping)

The remaining \$170,500 of RM2 funding was listed by MTC as To Be Determined (TBD), and is currently available to be used for additional planning and/or operations per the RM2 criteria.

STA staff recommends programming the \$170,500 of remaining RM2 funding to SolTrans for adjustment to their recent SolanoExpress expansion, and for marketing of new/enhanced SolanoExpress service as shown in Attachment A.

Fiscal Impact:

STA's SolanoExpress will receive up to \$738,000 of RM2 funding from MTC for FY 2015-16.

Recommendation:

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

Attachment:

- A. RM2 Service Enhancements (To be provided under separate cover.)



DATE: March 17, 2016
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution

Background:

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this portion of SR 12 live in Solano County and work in Napa County. Traffic volumes, congestion and air emissions have continued to increase on this portion of SR 12. In 2014, STA, Napa County Transportation and Planning Agency and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. To assist in alleviating these issues, Solano Transportation Authority (STA) and Napa Valley Transportation Authority (NVTa) co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

Discussion:

In January 2006, STA and NVTa conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In July 2013, after receiving a Caltrans grant, NVTa, with concurrence of STA, started operating VINE 21 Express Bus service between Downtown Napa, Fairfield Transportation Center and Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. In Fiscal Year (FY) 2013-14, the annual ridership was 10,668 passenger boardings (an average of 889 passengers per month). In FY 2014-15, the annual ridership increased to 11,696 passenger boardings (an average of 975 passengers per month). Through the first 5 months of FY 2015-16, there have been 5,094 passenger boardings (an average of 1,019 passengers per month).

For FY 2013-14, STA provided a local match contribution of \$22,500, and in FY 2014-15, STA provided a local match contribution of \$30,000. The NVTa is requesting STA to continue financial match funding for FY 2015-16 (Attachment A). Staff is recommending to continue this service and the requested contribution of \$30,000.

Fiscal Impact:

The fiscal impact to STA is \$30,000. State Transit Assistance funds (STAF) has already been set aside as part of the STA's FY 2015-16 budget.

Recommendation:

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

Attachment:

- A. NVTa Request Letter for Route 21, dated February 17, 2016



February 17, 2016

Daryl K. Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Local Contribution Solano-Napa Express: Route 21 to Fairfield/ Suisun City

Dear Daryl:

Thank you for partnering with the Napa Valley Transportation Authority to provide Vine Route 21 bus service along State Route 12 Jameson Canyon connecting the counties of Solano and Napa. STA supported this endeavor by contributing \$30,000 towards operating costs, a critical component to meet the necessary budget in FY2014-15.

Together, we've achieved several positive milestones including:

- Continued funding since program inception
- Decrease in traffic volumes and congestion along SR 12
- Reduction in greenhouse gas emissions
- Improvements in mobility and safety
- Positive growth in passenger since service began on July 1, 2013
- Giving passengers more transportation options

Table 1, below, summarizes ridership by month, fare revenues, farebox ratio, and shows how ridership has consistently grown over the last three fiscal years.

Table1: Ridership Results FY2013-14

Month	Passengers	Farebox Revenues	F/B Ratio
July 2013	569	\$786	5.15%
August 2013	761	\$1,077	6.81%
September 2013	991	\$1,251	8.38%
October 2013	983	\$1,671	9.72%
November 2013	818	\$1,581	10.14%
December 2013	726	\$1,458	9.23%
January 2014	849	\$1,657	10.71%
February 2014	995	\$1,856	13.19%
March 2014	983	\$1,864	7.85%
April 2014	1,136	\$1,873	7.26%
May 2014	1,033	\$1,631	6.43%
June 2014	822	\$1,556	6.41%
STA Contribution		\$22,500	-
TOTALS	10,666	\$40,763	12.19%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table2: Ridership Results FY14-15

Month	Passengers	Farebox Revenues	F/B Ratio
July 2014	907	\$1,268	4.71%
August 2014	1,113	\$2,201	8.22%
September 2014	1,306	\$2,295	8.20%
October 2014	1,246	\$2,178	8.02%
November 2014	951	\$1,763	7.13%
December 2014	849	\$1,644	6.15%
January 2015	797	\$1,663	6.50%
February 2015	953	\$1,226	4.73%
March 2015	876	\$1,444	5.54%
April 2015	941	\$1,676	6.26%
May 2015	973	\$1,656	6.51%
June 2015	784	\$1,492	5.33%
STA Contribution		\$30,000	-
TOTALS	11,696	\$50,506	15.95%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table3: Ridership Results FY15-16 Year-to-Date

Month	Passengers	Farebox Revenues	F/B Ratio
July 2015	897	\$1,739	6.35%
August 2015	797	\$1,623	6.23%
September 2015	1,024	\$1,778	6.81%
October 2015	1,191	\$2,071	7.76%
November 2015	1,185	\$2,139	9.12%
December 2015			
January 2016			
February 2016			
March 2016			
April 2016			
May 2016			
June 2016			
STA Contribution		\$	-
TOTALS	5,094	\$9,350	7.21%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Still, more effort will be needed to make the route sustainable. Given the stepped up marketing plan, Vine rebranding, and the introduction of new buses in the spring, we believe that ridership could go up as much as 40% in the coming year. Until that time, we need additional revenues to meet the farebox ratio requirement and support the operating budget. We are requesting that STA contribute \$30,000 towards Route 21 again this year.

We appreciate that your staff has provided its support and revenues to make this route a success. We strongly believe that we can work together to make it a viable option to connect our two counties.

Please contact me at 707-259-8634 or kmiller@nctpa.net or Antonio Onorato at 707-259-8779 or aonorato@nctpa.net if you have any questions or concerns.

Sincerely,



Kate Miller
Executive Director

cc: Liz Nardelli, STA
Antonio Onorato/NCTPA



DATE : March 15, 2016
TO: STA TAC
FROM: Kristina Holden, Transit Mobility Coordinator
RE: Contract Extension for Countywide ADA Assessments – C.A.R.E Evaluators

Background:

On April 19, 2013, the Solano Transportation Authority (STA) entered into contract with C.A.R.E. Evaluators for the ADA In-Person Eligibility Program, with a contract expiration date of June 30, 2015. This contract provides in person assessments in each city of Solano County for people that may be eligible for ADA Paratransit and Taxi Scrip services. The contract amount of \$104,172 for Fiscal Year (FY) 2013-14 and \$108,072 for FY 2014-2015, for a total of \$212,244, which was based on an estimated 1,100 assessments per year.

During the first year of the program, FY 2013-14, C.A.R.E. Evaluators completed 1,172 assessments. This was an average of 97 per month and 72 assessments over the estimated total. In FY 2014-15, year two of the program, C.A.R.E. Evaluators completed 1,332 assessments, an average of 111 per month and 97 assessments over the estimated total.

In February 2015, C.A.R.E. Evaluators submitted a letter to STA requesting a contract cost increase. C.A.R.E. requested schedule changes to be implemented by May 2015 that reduces scheduled assessments days in Fairfield, Vacaville and Vallejo by 50%. STA staff was concerned about decreasing the number of assessment days available and causing applicants to wait an unreasonable amount of time. In May 2015, C.A.R.E. Evaluators had been paid \$210,649 of their contracted amount, leaving only \$1,595 for the remaining five months of their contract. In order to control cost, STA staff recommended moving to a per assessment model, at a rate of \$176 per in-person assessment as requested by C.A.R.E for the remainder of the current contract, and for a limited extension of three (3) months.

In May 2015, the STA Board approved a contract amendment with C.A.R.E Evaluators in the amount of \$93,535 for the ADA In-Person Eligibility Program, expiring June 30, 2015 with a total amount not-to-exceed \$305,679 and authorized the STA Executive Director to negotiate and execute a three month extension with C.A.R.E. Evaluators for an amount not-to-exceed \$57,024.

The contract between STA and C.A.R.E. Evaluators expired on June 30, 2015, and has since been extended with a per evaluation cost of \$178.00 per completed evaluation. After contract negotiations and review of service being provided, C.A.R.E. Evaluators lowered their per evaluation cost to \$158.00 per completed evaluation, effective September 2015.

In September 2015, the STA Board approved a contract amendment with C.A.R.E Evaluators for the ADA In-Person Eligibility Program, expiring March 31, 2016 with a total amount not-to-exceed \$119,922.

Discussion:

In April 2015, STA staff and transit operators were concerned with the level of customer service being provided at assessment locations. In May 2015, the Fairfield assessment site was moved from the Fairfield Transportation Center to the Fairfield Adult Recreation Center (Senior Center). C.A.R.E. Evaluators hired a new Transit Evaluator in September 2015. The new Transit Evaluator has been a positive addition to the C.A.R.E. staff. STA Solano Mobility staff has continued to monitor the program closely, visiting all assessment sites at least once a month and maintaining constant contact with C.A.R.E. Evaluators Operations Manager.

STA continues to receive ADA comment cards with positive feedback. All customers that have submitted a comment card have been pleased with the program and customer service provided by C.A.R.E. Evaluators over the phone and in person. If a customer notes they would like to be contacted on their comment card, STA staff contacts them for further feedback. Of all customers contacted, there have been no negative comments about the process, and all have said the program and service they were provided met or exceeded expectations.

STA staff is still reviewing alternative program options and assessed the contract with C.A.R.E. Evaluators. After thorough review of options, STA staff recommends extending the contract with C.A.R.E. Evaluators to provide evaluations for the ADA In-Person Eligibility Program for FY 2016-17 for a total amount not to exceed \$213,300. With STA staff closely monitoring and managing the program, the service provided has improved and currently meets expectations outlined in the initial proposal.

Fiscal Impact:

Funding is available through Regional Paratransit State Transit Assistance Funds (STAF) already included in the FY 2015-16 and FY 2016-17 budgets. This contract will cover the ADA Assessments at a rate of \$158 per completed assessments.

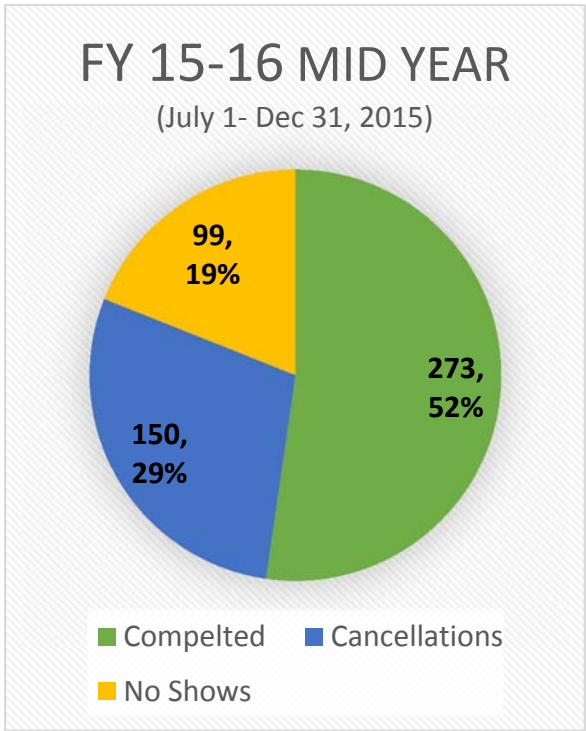
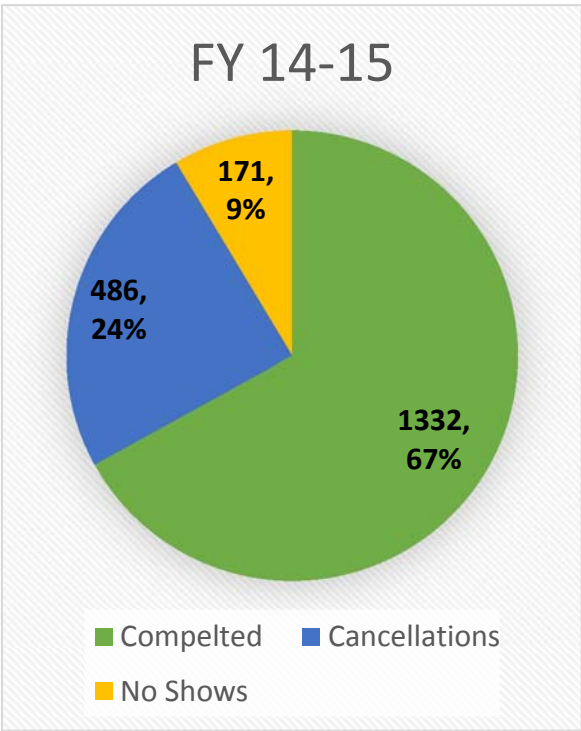
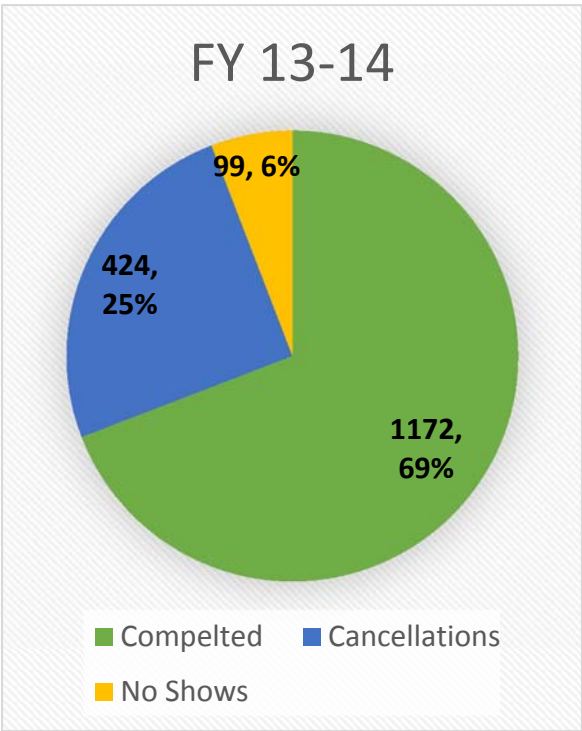
Recommendation:

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

Attachment:

- A. C.A.R.E. Project Assessments by year

Completed ADA Assessments by Month													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 13-14	107	122	116	112	74	76	87	98	84	117	81	96	1,170
FY 14-15	119	126	119	129	81	78	104	105	113	119	123	117	1,333
FY 15-16	109	100	107	104	87	88	80	88					763



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DATE: March 18, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Strategic Project Online Tracker (SPOT)

Background:

As County Transportation Authority and the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) is responsible for programming and monitoring the allocation of federal and regional transportation funds and the status of 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) program was created.

Discussion:

SPOT is an interactive mapping tool that allows citizens, public works staff, and elected officials to view current and active transportation projects in Solano County. SPOT is an online interactive map which allows users to select projects by: project status, project sponsor, project type, and location. A project location is identified by either a point, line, or polygon which, once selected, will provide a dialogue box featuring pertinent project information.

STA staff presented SPOT at the February 24, 2016 Technical Advisory Committee (TAC) meeting. At the request of the TAC all projects older than 5 years had been removed and HSIP and HBP projects have been added. Since that time, spreadsheets including all relevant data on projects included in SPOT have been sent out to PDWG members for final approval. STA staff did not receive any further recommended edits.

Recommendation:

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

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DATE: March 22, 2016
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Fiscal Year (FY) 2016-17 3-Year Project Initiation Document (PID) Work Plan

Background:

A Project Initiation Document (PID) is a preliminary engineering report that is required for Caltrans and local agency relinquishment projects. In summary, the PID defines the scope, schedule, and estimated cost of a project (in addition to other Caltrans required information). Caltrans requests the STA develop a 3-year PID work plan for all Solano County Projects to assist in prioritizing their work plan and budgets for working with local agencies. This list is updated annually.

Discussion:

The current 3-year PID work plan covers Fiscal Years (FY) 2016-17 through FY 2018-19 and includes the following project:

1. City of Vacaville's Lagoon Valley Blvd Interchange on I-80

In consultation with project sponsors, STA staff is recommending that the list be updated to include only one project for the new 3-Year PID work plan as specified in Attachment A. Vacaville is currently working with Caltrans to complete their project. No other project sponsor has requested to be included at this time. The project sponsor will continue to work directly with Caltrans upon approval by the STA Board. Project sponsors requesting a PID will be responsible for reimbursing Caltrans for their oversight, if applicable.

Fiscal Impact:

None to the STA. City of Vacaville will be responsible for financing the PID development with Caltrans.

Recommendation:

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

Attachment:

- A. FY 2015-16 3-Year PID Work Plan

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D4 FY14-15 Non-SHOPP PID WORKLOAD - SOL

Number	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	K-Phase EA	Project ID Number	PPNO	Status at Beginning of FY	% Complete at Beginning of FY	1st Qtr PID Status	1st Qtr % Complete	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Dist Dir Approval Date (MM/DD/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Programming Cycle(s)	PAVED Programming Cycle(s)	Federal Funding (Y/N)	Local Funding (Measure/Other/Bo th/NA)	Other State Funding (Bond, CMAQ, TCRP, ABRA, Other, NA)	Type of PID	Project Manager	Project Sponsor	Implementing Agency	District/OPSC Comments	File Location of Completed PID
1	Reim	Y	04-2482-A1	IQA	SOL	80	23.1	23.2	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville	3A790	0400020061	NA	Proposed	0	Active	5	?	?		6.0	1.3	NA	NA	N	Other	NA	PSR-PR	Osama Elhamshary	City of Vacaville	City of Vacaville	Not on RTP: no Fed fund, no significant regional impact	

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DATE: March 21, 2016
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

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

Discussion:

State Legislative Update:

Assembly Bill (AB) 2170 (Frazier) puts federal FAST Act freight dollars in to the TCIF program and removes the requirement that the Commission consult ARB's Sustainable Freight Strategy when allocating TCIF funds. AB 2170 (Attachment C) also clarifies and adds to the types of projects that can be funded with TCIF moneys. Since Solano County has priority projects along the I-80 trade corridor (specifically the I-80/I-680/SR 12 Interchange), staff recommends supporting this bill authored by Solano County's Assemblyman Jim Frazier.

Senate Bill (SB) 1128 authored by Senator Glazier would extend indefinitely the Bay Area commute benefit ordinance requiring covered employers of 50 or more employees to offer commuter benefits that reduce vehicle trips, greenhouse gas emissions, and air pollution. In addition, SB 1128 (Attachments D and E) would authorize an employer to offer commuting by bicycling as an employer paid benefit in addition to using public transit or by vanpool. STA's Solano Napa Commuter Information program has successfully worked with Solano County employers to implement this commute benefit program since 2013. Staff recommends supporting this bill to eliminate its sunset date of 2017.

Federal Legislative Update:

Susan Lent, STA's federal lobbyist (with Akin Gump) participated in a workshop with the STA Board on March 9, at which time more information was provided on the federal funding opportunities for STA's priority projects. This guidance will shape the STA Board's discussions with federal legislators and agency staff during the Board's visit to Washington DC April 18-20.

Fiscal Impact:

None.

Recommendation:

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

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

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 2170 Bill
- D. SB 1128 Bill
- E. SB 1128 Fact Sheet



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

February 19, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The last day for bills to be introduced in the second half of the 2015-16 Legislative Session was February 19. We are in the process of reviewing the hundreds of new bills pending before the Legislature and will work with STA staff to identify critical measures on which the STA Board may want to adopt an advocacy position. For information related to active bills on which the STA Board currently has a position, please see the ***Bills of Interest*** sections below. The Legislature will break for its weeklong Spring Recess on March 18.

STA Board Legislative Visit

On Monday, February 29, members of the STA Board and staff will travel to Sacramento to meet with members of the Solano County legislative delegation (Senator Wolk and Assembly Members Bonilla, Dodd, and Frazier), policy committee chairs and staff, and state agency & department heads. The purpose of the visit is to provide an update on projects of importance to Solano County, discuss the various transportation funding proposals & the impacts of recent STIP adjustments, and provide feedback to state agencies and departments on existing programs, such as the Affordable Housing and Sustainable Communities Program funded from Cap and Trade revenues.

Transportation Funding

As we reported last month, on January 6, the day before Governor Brown released his budget, Assembly Member Jim Frazier (D-Oakley), Chair of the Assembly Transportation Committee, **announced a transportation funding package totaling almost \$7 billion in new investments in highways, local streets & roads, goods movement, and transit**. This bill, AB 1591, which is **supported** by the STA Board, 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;

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

- 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.

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

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

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

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

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. The Department of Finance produced an updated 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, proposed for adoption 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 program 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 even 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. ***The STA Board SUPPORTS this bill (Board Action: 2/10/16)***

Akin Gump

STRAUSS HAUER & FELD LLP

M E M O R A N D U M

February 19, 2016

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

During the month of February we reviewed the President's budget proposal and monitored announcements from the Department of Transportation regarding its implementation of the FAST Act, including announcements of discretionary grant opportunities. We also have continued to discuss plans for the upcoming STA board member and staff trip to Washington D.C.

Fiscal Year 2017 Budget and Appropriations

On February 9, 2016, President Obama presented his fiscal year 2017 budget proposal to Congress. The budget proposal includes \$98.1 billion in discretionary and mandatory spending for the Department of Transportation. The budget proposes to provide funding beyond the levels authorized in the FAST Act with revenues generated from a \$10.25 tax per barrel on oil and changes to corporate tax law. The President proposes to use the \$30 billion in additional revenues annually over 10 years to establish a "21st Century Clean Transportation Program" that would fund programs to improve the transportation system and reduce carbon emission, including a \$10 billion per year program to fund clean transportation projects and a \$10.5 billion per year program to fund projects to improve transit systems. Revenues generated from the program would also increase funding for existing programs, including an additional \$7.5 billion annually for highways, \$5.8 billion for transit formula grants, \$1.25 billion for the TIGER program, \$3.7 billion for rail safety and high speed rail and \$8 billion for Positive Train Control (PTC) implementation (funded at \$50 million in fiscal year 2016).

The President's proposal was immediately criticized by House and Senate Republican leadership and is not expected to advance in any form. The House and Senate now must develop their own budgets. Congress and the President had reached a two year budget agreement last year to fund fiscal years 2016 and 2017. The agreements increased spending \$30 billion above the sequester level for domestic discretionary programs in fiscal year 2017. Tea Party Republicans have voiced concern about last year's budget agreement and expressed an interest in lower spending in fiscal year 2017. The Republican leadership, however, will attempt to quell these objections and move a budget and separate appropriations bills as quickly as possible so that Congress can pass legislation that funds the federal government in advance of the elections.

Solano Transportation Authority
February 19, 2016
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DOT Secretary Anthony Foxx is scheduled to testify before the House Appropriations Subcommittee on Transportation, Housing and Urban Development on February 24 to answer questions regarding the President's budget proposal for the Department of Transportation. Secretary Foxx is also expected to testify before the Senate appropriations subcommittee. The House and Senate appropriations committees will then develop funding bills.

DOT Discretionary Grant Programs

DOT is expected to call for applications for discretion grant programs within the next several weeks. A notice of funding availability for the National Significant Freight and Highway Projects (NSFHP) program, authorized under the FAST Act to support transformative, nationally and regionally significant highway, rail, port, and intermodal freight projects, is expected to be published later this month. In fiscal year 2016, DOT will award \$800 million for high impact projects that address critical challenges in freight movement, including reducing or eliminating bottlenecks, addressing congested highways, making critical improvements in infrastructure, and improving grade crossings, inefficient intermodal connections and inadequate first and last mile segments. Eligible projects will have an estimated total project cost in excess of \$100 million with a minimum grant award of \$25 million. Ten percent of the funding will be set aside for smaller projects with a minimum grant award of \$5 million. States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties will be eligible to apply. To receive an award, projects must demonstrate the potential to generate national or regional economic, mobility, or safety benefits; be cost-effective; and be reasonably expected to begin construction within 18 months.

The notice for the eighth round of TIGER grants is expected to be issued in early March. DOT is authorized to award up to \$500 million for highway and bridge projects; transit projects; passenger and freight rail projects; and port, inland port, and land ports of entry projects that will have a significant impact on the nation, a metropolitan area, or region. Grants will range from \$5 million to \$100 million. There is a 20 percent set aside for grants in rural areas with a minimum award of \$1 million. Priority will be given to projects that require a contribution of federal funds in order to complete an overall financing package and cannot be used for planning projects.

Transit Safety Rulemaking

On February 5, 2016, the Federal Transit Administration (FTA) requested public comment on proposed rulemakings on the National Public Transportation Safety Plan and Public Transportation Agency Safety Plans. The proposed rulemaking would establish requirements for: Public Transportation Agency Safety Plans in accordance with the Moving Ahead for

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Progress in the 21st Century Act (MAP-21). The proposed rule would require public transit operators to develop and implement Public Transportation Agency Safety Plans based on the Safety Management System approach. FTA requested public comments on the proposed rule, including information related to its benefits and costs, as well as alternative approaches that may more cost-effectively satisfy the statutory requirements and help ensure the safety of public transportation systems. Comments must be received by April 5, 2016.

The proposed rule would establish requirements for: the adoption of Safety Management Systems (SMS) principles and methods; the development, certification, and update of Public Transportation Agency Safety Plans; and the coordination of Public Transportation Agency Safety Plan elements with other FTA programs and proposed rules, as specified in 49 U.S.C. 5329. Public transit systems or states (as applicable) must certify that they have established and implemented a comprehensive Public Transportation Agency Safety Plan. Larger transit providers that are direct recipients of urbanized area formula grants are expected to develop and adopt their own plans with approval by the transit board and certify to FTA that those plans are in place. Smaller providers may have their plans drafted or certified by the State in which they operate.

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AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2170

Introduced by Assembly Member Frazier
(Coauthor: Senator Hueso)

February 18, 2016

An act to amend ~~Section~~ *Sections 2192 and 2192.2* of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2170, as amended, Frazier. Trade Corridors Improvement Fund: federal funds.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be ~~deposited in the Trade Corridors Improvement Fund~~ *allocated for trade corridor improvement projects approved pursuant to these provisions*.

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 2192 of the Streets and Highways Code
2 is amended to read:
3 2192. (a) (1) The Trade Corridors Improvement Fund, created
4 pursuant to subdivision (c) of Section 8879.23 of the Government
5 Code, is hereby continued in existence to receive revenues from
6 state sources other than the Highway Safety, Traffic Reduction,
7 Air Quality, and Port Security Bond Act of 2006, ~~including~~
8 ~~revenues 2006.~~
9 (2) Revenues apportioned to the state under Section 167 of the
10 Title 23 of the United States Code from the National Highway
11 Freight Program, pursuant to the federal Fixing America's Surface
12 Transportation Act ("FAST Act"; Public Law ~~114-94~~). ~~This~~
13 ~~114-94) shall be allocated for projects approved pursuant to this~~
14 ~~chapter.~~
15 (b) This chapter shall govern expenditure of those ~~other state~~
16 ~~and federal described in subdivision (a)~~ revenues.
17 ~~(b)~~
18 (c) ~~The moneys in the fund from those other sources funding~~
19 ~~described in subdivision (a)~~ shall be available upon appropriation
20 for allocation by the California Transportation Commission for
21 infrastructure improvements in this state on federally designated
22 Trade Corridors of National and Regional Significance, on the
23 Primary Freight Network, and along other corridors that have a
24 high volume of freight movement, as determined by the
25 commission. In determining the projects eligible for funding, the
26 commission shall consult the Transportation Agency's state freight
27 plan as described in Section 13978.8 of the Government Code, ~~the~~
28 ~~State Air Resources Board's Sustainable Freight Strategy adopted~~

by ~~Resolution 14-2~~, and the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Transportation and the Secretary for Environmental Protection. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the ~~statewide~~ *applicable* port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1730 of the Harbors and Navigation Code, when determining eligible projects for funding. Eligible projects for these funds include, but are not limited to, all of the following:

(1) Highway capacity ~~improvements~~ *improvements*, rail *landside access improvements*, *landside freight access improvements to airports*, and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of ~~entry~~ *entry*, *rail terminals*, and seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(3) Projects to enhance the capacity and efficiency of ports.

(4) Truck corridor *and capital and operational* improvements, including dedicated truck facilities or truck toll facilities.

(5) Border ~~access~~ *capital and operational* improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access ~~coordinated border infrastructure~~ funds made available to the state by federal law.

(6) Surface transportation and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state's land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

1 ~~(e)~~

2 ~~(d)~~ (1) The commission shall allocate ~~funds~~ *the funding*
3 *described in subdivision (a)* for trade infrastructure improvements
4 ~~from the fund~~ consistent with Section 8879.52 of the Government
5 Code and the Trade Corridors Improvement Fund (TCIF)
6 Guidelines adopted by the commission on November 27, 2007, or
7 as amended by the commission, and in a manner that (A) addresses
8 the state's most urgent needs, (B) balances the demands of various
9 land ports of entry, seaports, and airports, (C) provides reasonable
10 geographic balance between the state's regions, ~~and~~ (D) places
11 emphasis on projects that improve trade corridor mobility *and*
12 *safety* while reducing emissions of diesel particulate and other
13 pollutant ~~emissions~~. *emissions, and reducing other negative*
14 *community impacts, and (E) makes a significant contribution to*
15 *the state's economy.*

16 (2) In addition, the commission shall also consider the following
17 factors when allocating these funds:

18 (A) "Velocity," which means the speed by which large cargo
19 would travel from the land port of entry or seaport through the
20 distribution system.

21 (B) "Throughput," which means the volume of cargo that would
22 move from the land port of entry or seaport through the distribution
23 system.

24 (C) "Reliability," which means a reasonably consistent and
25 predictable amount of time for cargo to travel from one point to
26 another on any given day or at any given time in California.

27 (D) "Congestion reduction," which means the reduction in
28 recurrent daily hours of delay to be achieved.

29 SEC. 2. *Section 2192.2 of the Streets and Highways Code is*
30 *amended to read:*

31 2192.2. The commission shall allocate funds made available
32 by this chapter to projects that have identified and committed
33 supplemental funding from appropriate local, federal, or private
34 sources. The commission shall determine the appropriate amount
35 of supplemental funding each project should have to be eligible
36 for moneys ~~from the fund~~ based on a project-by-project review
37 and an assessment of the project's benefit to the state and the
38 program. Except for border ~~access~~ *capital and operational*
39 improvements described in paragraph (5) of subdivision ~~(b)~~ *(c)* of
40 Section 2192, improvements funded ~~with moneys from the fund~~

1 shall have supplemental funding that is at least equal to the amount
2 of the contribution ~~from the fund.~~ *under this chapter.* The
3 commission may give priority for funding to projects with higher
4 levels of committed supplemental funding.

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SENATE BILL**No. 1128****Introduced by Senator Glazer****(Coauthors: Senators Beall, Hancock, Hill, Leno, and Wolk)**

(Coauthors: Assembly Members Baker, Bonilla, Campos, Chiu, Chu, Dodd, Gordon, Levine, Mullin, Quirk, Mark Stone, Ting, and Wood)

February 17, 2016

An act to amend Section 65081 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1128, as introduced, Glazer. Commute benefit policies.

Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.

This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 65081 of the Government Code is amended to read:

65081. (a) It is the intent of the Legislature to encourage metropolitan planning organizations and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, the Legislature hereby establishes a ~~pilot~~ program in that regard in the greater San Francisco Bay Area.

(b) Notwithstanding Section 40717.9 of the Health and Safety Code, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission with respect to the common area within their respective jurisdictions may jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the district and commission to offer all covered employees one of the following choices:

(1) A pretax option: a program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, ~~or bicycle commuting~~, up to the maximum amount allowed by federal tax law.

(2) Employer-paid benefit: a program whereby the covered employer offers employees a subsidy to offset the monthly cost of commuting via public transit or by ~~vanpool~~. ~~In 2013, the vanpool, or, in addition, and at the employer's discretion, by bicycle. The~~ subsidy shall be equal to either the monthly cost of commuting via ~~public~~ transit or by vanpool, or seventy-five dollars (\$75), whichever is lower. ~~This~~ *The seventy-five dollar (\$75) amount shall be adjusted annually consistent with the California Consumer Price Index. If the covered employer chooses to offer a subsidy to offset the monthly cost of commuting by bicycle, the subsidy shall be either the monthly cost of commuting by bicycle or twenty dollars (\$20), whichever is lower.*

(3) Employer-provided transit: transportation furnished by the covered employer at no cost, or low cost as determined by the district or commission, to the covered employee in a vanpool or bus, or similar multipassenger vehicle operated by or for the employer.

1 (c) Nothing in this section shall prevent a covered employer
2 from offering a more generous commuter benefit that is otherwise
3 consistent with the requirements of the applicable commute benefit
4 ordinance. Nothing in this section shall require employees to
5 change their behavior.

6 (d) An employer offering, or proposing to offer, an alternative
7 commuter benefit on the employer's own initiative, or an employer
8 otherwise required to offer an alternative commuter benefit as a
9 condition of a lease, original building permit, or other similar
10 requirement, if the alternative is not one of the options identified
11 in subdivision (b), may seek approval of the alternative from the
12 district or commission. The district or commission may approve
13 an alternative if it determines that the alternative provides at least
14 the same benefit in terms of reducing single-occupant vehicle trips
15 as any of the options in subdivision (b). An employer that offers
16 an approved alternative to covered employees in a manner
17 otherwise consistent with this section is not required to offer one
18 of the options in subdivision (b).

19 (e) The commute benefit ordinance shall provide covered
20 employers with at least six months to comply after the ordinance
21 is adopted.

22 (f) An employer that participates in or is represented by a
23 transportation management association that provides the employer's
24 covered employees with any of the benefits in subdivision (b), or
25 an alternative benefit determined by the district or commission
26 pursuant to subdivision (d) to provide at least the same benefit in
27 terms of reducing single-occupant vehicle trips as any of the
28 options in subdivision (b), shall be deemed in compliance with the
29 regional ordinance, and the transportation management association
30 may act on behalf of those employers in that regard. The district
31 or commission shall communicate directly with the transportation
32 management association, rather than the participating employers,
33 to determine compliance with the ordinance.

34 (g) A commute benefit ordinance adopted pursuant to this
35 section shall specify all of the following: (1) how the implementing
36 agencies will inform covered employers about the ordinance, (2)
37 how compliance with the ordinance will be demonstrated, (3) the
38 procedures for proposing and the criteria that will be used to
39 evaluate an alternative commuter benefit pursuant to subdivision
40 (d), and (4) any consequences for noncompliance.

1 (h) Nothing in this section shall limit or restrict the statutory or
2 regulatory authority of the commission or district.

3 (i) ~~On or before July 1, 2016, if the commission and district~~
4 ~~implement a commute benefit ordinance as provided under this~~
5 ~~section, the two agencies shall jointly submit a report to the~~
6 ~~transportation policy committees of each house of the Legislature~~
7 ~~that includes, but is not limited to, the following elements:~~

8 (1) ~~A description of the program, including enforcement~~
9 ~~procedures and any sanctions imposed.~~

10 (2) ~~Number of employers complying with the ordinance that~~
11 ~~did not previously offer a commute benefit consistent with those~~
12 ~~required by the ordinance.~~

13 (3) ~~Number of employees who stopped driving alone to work~~
14 ~~in order to take transit or a vanpool, or to commute by bicycle, as~~
15 ~~a result of the commute benefit ordinance.~~

16 (4) ~~Number of single-occupant vehicle trips reduced per month,~~
17 ~~week, or day as a result of the commute benefit ordinance.~~

18 (5) ~~Vehicle miles traveled (VMT) and greenhouse gas emission~~
19 ~~reductions associated with implementation of the commute benefit~~
20 ~~ordinance.~~

21 (6) ~~Greenhouse gas emission reductions associated with~~
22 ~~implementation of the commute benefit ordinance as a percentage~~
23 ~~of the region's greenhouse gas emission target established by the~~
24 ~~State Air Resources Board.~~

25 (j)

26 (i) The commission shall not use federal planning funds in the
27 implementation of the commute benefit ordinance.

28 (k)

29 (j) As used in this section, the following terms have the
30 following meanings:

31 (1) "Covered employer" means any employer for which an
32 average of 50 or more employees per week perform work for
33 compensation within the area where the ordinance adopted pursuant
34 to this section operates. In determining the number of employees
35 performing work for an employer during a given week, only
36 employees performing work on a full-time basis shall be counted.

37 (2) "Covered employee" means an employee who performed
38 at least an average of 20 hours of work per week within the
39 previous calendar month within the area where the ordinance
40 adopted pursuant to this section operates.

1 (3) “District” means the Bay Area Air Quality Management
2 District.

3 (4) “Commission” means the Metropolitan Transportation
4 Commission.

5 ~~(f) This section shall remain in effect only until January 1, 2017,~~
6 ~~and as of that date is repealed, unless a later enacted statute, that~~
7 ~~is enacted before January 1, 2017, deletes or extends that date.~~

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Senator Steven M. Glazer

7th Senate District



Senate Bill 1128

Commuter Benefits Program

Fact Sheet

Background:

SB 1339 (Yee) of 2012 authorized the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commuter benefits ordinance. This program is successfully reducing vehicle trips, greenhouse gas emissions, and air pollution, while having significant economic benefits for employees and employers. Without legislative action, the program will sunset at the start of 2017.

Bill Summary:

This bill will eliminate the sunset, now that the pilot program has proven itself. The bill would authorize the continuation of the existing program, which requires Bay Area employers of 50 or more to offer their employees some form of commuter benefit. The employers choose one of the following:

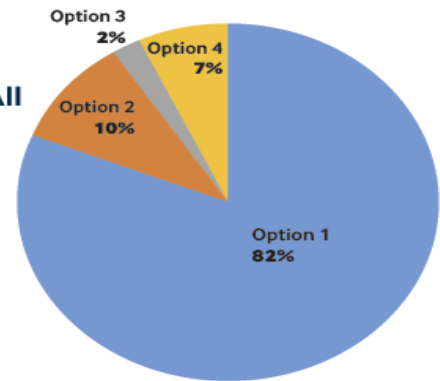
- 1) allow employees to exclude their transit or vanpool expenses from taxable income, up to the maximum amount allowed by federal law (\$255 per month in 2016).
- 2) employer-provided transit subsidy (or transit pass) or vanpool subsidy up to \$75 per month, with future cost-of-living adjustment
- 3) free or low-cost bus, shuttle, or vanpool service operated by or for the employer.
- 4) an alternative employer-provided commuter benefit that is at least as effective in reducing single occupant vehicle trips as any of the other options.

Program Benefits:

As described in a [comprehensive report to the Legislature](#) the pilot program has resulted in significant benefits already, including the following key results from the program's first 12 months of operation:

- **44,000 employees switched** from driving alone to an alternative mode (e.g., transit, shuttle, vanpool, or bike)
- **4.3 million fewer vehicle trips**, reducing vehicle miles traveled by **86 million miles**
- **35,778 fewer tons of CO₂ emissions**
- **55%** of the 3,910 employers registered with the program are offering commuter benefits for the first time

Commuter Benefits Offered by All Registered Employers



In addition to these environmental and mobility benefits, the program provides the opportunity for tax savings to both employees and employers. Employers who choose the pre-tax option can save money because federal payroll taxes are not levied on the money employees set aside to pay for transit or vanpooling. Under current federal law allowing up to \$255 per employee per month, employers can cut payroll taxes by as much as \$238 per participating employee per year. Employees in the 25% federal income tax bracket can save up to \$965 per year. These tax savings have significant economic benefits that ripple through the economy.

SB 1128 will help preserve these critical environmental, mobility, and economic benefits into the future.

Support:

Bay Area Air Quality Management District, co-sponsor
Metropolitan Transportation Commission, co-sponsor

Opposition:

None known.

Contact:

Policy: John Ackler, Legislative Aide
916.651.4007 or John.Ackler@sen.ca.gov

Press: Steve Harmon, Communications Director
916.651.4007 or Steven.Harmon@sen.ca.gov

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DATE: March 22, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Discussion of Maintenance of Effort Process for Proposed Local Streets and Roads funding

Background:

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

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

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

Discussion:

Two of the important issues raised during STA extensive public input process is the public priority of fixing and maintaining local street and roads and road safety. A second issue is ensuring public trust and accountability. This includes ensuring any new local funds are spent as promised, insuring timely delivery of projects and a maintenance of effort by local agencies. The term “maintenance of effort” is being used to describe that jurisdictions must continue funding roadway maintenance at the same level they were prior to receiving any new revenue from a new local funding source. The way “maintenance of effort” is calculated can vary depending on a variety of factors:

1. Length of time for averaging previous years’ budgets. (1, 2, 3, 4, or 5 years)
2. Funding sources that are included in averaging previous years’ maintenance budgets. (Federal, state, general fund, local sales tax)
3. What type of road projects are included in the road “maintenance” budget. (Slurry seal, dig-outs, overlay, reconstruction)

Staff contacted several adjacent counties to identify their maintenance of efforts requirements from Sacramento, San Joaquin, Napa, and Sonoma counties, have been researched for examples of currently adopted policies (Attachment A).

Napa County and San Joaquin County both state that the maintenance of effort shall be based on the average of the past 3 years budgets; Sonoma states that only the previous year prior to the

adoption of the ordinance be used as the base for local LS&R expenditures; Sacramento does not state the length of time required for average budgets.

All four measures state that local revenues are to be the basis for calculating the average budget, but Napa goes further to state that one-time allocations are not included, this could be in reference to State bond funds or one-time State funds given to cities. .

The types of projects included as “maintenance” activities are only described in Napa’s ordinance, which includes pavement sealing, overlays, reconstruction, and associated infrastructure; it excludes local revenues used for storm damage repair. This definition might mean that some cities who have projects categorized as “Capital Improvements,” may need to include those projects in their “maintenance” budget. Sonoma states that each city self-identify which accounts have local funds for transportation and use that as the baseline.

Recommendation:
Informational.

Attachments:

- A. Maintenance of Effort Policy Matrix Analysis
- B. Maintenance of Effort Policy Text

ATTACHMENT A

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

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Surrounding Agency's Maintenance of Effort Clauses

San Joaquin Measure "K"

Annual expenditures of a local jurisdiction's general funds for transportation purposes shall be an amount not less than the jurisdiction's three-year average of its annual expenditures from its general fund during the prior three fiscal years, as reported to the State Controller. In calculating the three-year average annual general fund expenditures, any unrestricted funds which the local jurisdiction may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for transportation purposes are expenditures from the general fund.

Sacramento Measure "A"

The Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current transportation needs, easing congestion, and improving safety.

Napa Measure "T"

It is the intent of the State Legislature and the Authority that revenues provided from this Ordinance be used to supplement, not supplant, existing local general fund revenues being used for the transportation improvements described in the Expenditure Plan (see Attachment 1). Each Agency receiving revenues pursuant to Section 3 shall annually maintain, as a minimum, the "maintenance of effort" as defined in this Section 9. The maintenance of effort shall be maintained at the same level that local general fund revenues were expended on average for fiscal years 2007/08, 2008/09 and 2009/10 for Local Streets and Roads Maintenance and supporting infrastructure within the public right-of-way for pavement sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. One-time allocations that have been expended for Local Streets and Roads Maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an Agency's annual maintenance of effort. Prior to the operative date, Agencies shall determine and certify to the Authority the Agency's average maintenance of effort for the 2007/08, 2008/09 and 2009/10 fiscal years. Prior to the beginning of each fiscal year thereafter, Agencies shall certify to the Authority that the maintenance of effort requirement required by this Section will be met that fiscal year, copies of which shall be provided to the Authority Auditor. Any Agency that does not meet its local maintenance of effort requirement for a three year average period shall have its funding under Section 3 the following year reduced by the amount the Agency did not meet its required average maintenance of effort level for the three prior years. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

Sonoma Measure “M”

For the Local Streets Rehabilitation Program funding, each local agency shall be responsible for identifying which of their accounts have local funds for transportation purposes. For these purposes, expenditures would be calculated per fiscal year. A fiscal year is defined as July 1 through June 30. The baseline amount is transportation fund expenditures in FY11/12 which will be converted to percentage of general fund expenditure. Expenditures for each subsequent year will be compared to the baseline to determine the same percentage of general fund expenditures is occurring. Baseline percentages (FY11/12) and subsequent year percentages of discretionary fund expenditures on transportation shall be provided to SCTA by each jurisdiction no later than February 15, starting in February 2013. This is to allow agency audits to be completed prior to submittal.



DATE: March 17, 2016
TO: STA TAC
FROM: Daryl Halls, Executive Director
Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Public Input Update and Public Agency Responses

Background:

The Solano Comprehensive Transportation Plan (CTP) is STA's foundational planning document. The CTP was last updated in 2005. The CTP sets STA's priorities for all modes of surface transportation including highways, transit, rail, ferry, rideshare, bikes and pedestrian. The STA Board authorized a complete update of the Solano CTP in 2010. Since that time, STA has adopted the introduction, past achievements and land use chapters, and the Active Transportation Element. The remaining Elements to be completed are the Transit and Rideshare and Arterials, Highways and Freeways.

Discussion:

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

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

Between the two efforts, STA reached over 50,000 residents with over 2,400 participants in the 3 town halls and STA has received 2,452 comments. The current results of the outreach efforts are shown in Attachment A. This total amount of public participation exceeds STA's public involvement numbers for the past five years.

The Telephone Town Halls solicited comments in the form of town hall participation, mail-in cards, phone and email messages and an on-line survey. The results of those comments are shown in figures 2, 3 and 4 of Attachment A.

Two facts stand out from these results. First, when asked “How would you rate the quality of local streets that you drive on”, not a single respondent stated “great,” and 83% responded “bad” or “fair”. Second, the single largest issue for respondents was maintenance of local streets and roads followed by local streets and roads safety.

Fiscal Impact:

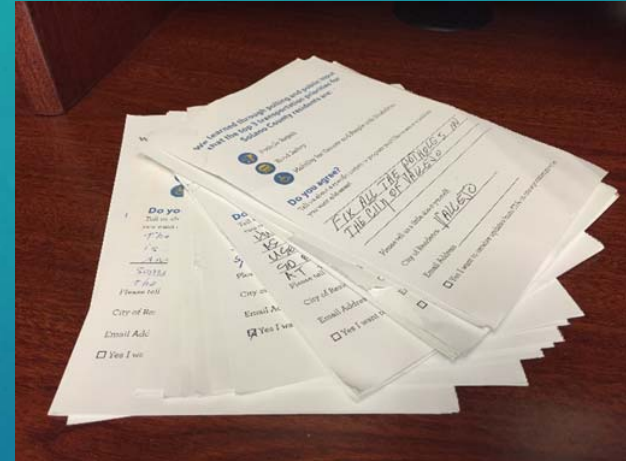
None.

Recommendation:

Informational.

Attachment:

A- CTP Outreach Graphics



SUMMARY OF PUBLIC INPUT


STA TAC MEETING MARCH 30, 2016

2015 COMMUNITY MEETINGS

- 23 meetings
- 442 participants
- 159 public comments




Transportation Conversation

Solano County's Comprehensive Transportation Plan Update [Learn More](#)




What Matters To You


Share Your Idea


Log in with:   


STA invests in many different projects and programs making transportation safer and easier. What investments are your priorities over the next 25 years? **Choose up to three categories.**





SUBMIT



☐ Buses



☐ Ferries



☐ Train



☐ Pedestrian



☐ Bicycle



☐ Safe Routes to Schools


☐ Highways



☐ Local Streets


☐ Carpool/Rideshare


☐ Programs for Seniors




☐ Programs for People with Disabilities

What We've Heard So Far...



Aaron S.

September 3, 2015

 1 Likes
  share

Busses

There is (and has been) a need for full weekend bus service to El Cerrito BART since year 2005, the number of people commuting has increased 10 fold in that time period, one of the reason hat I-80 is so congested, is the lack of adequate public transportation.

Popular

Recent

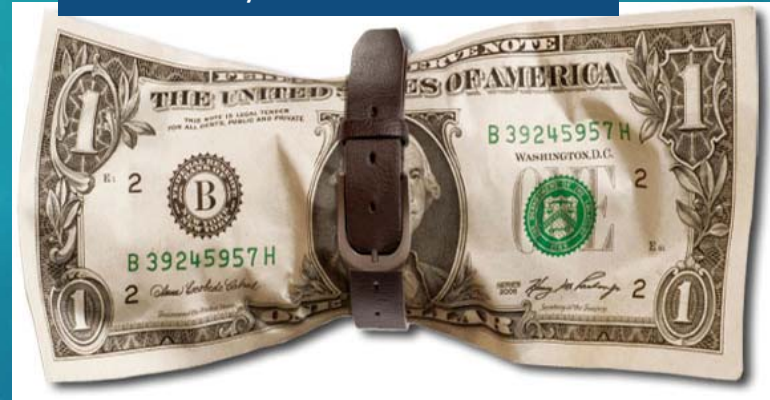


POLLING HIGHLIGHTS & TAKE-AWAYS

Potholes and Safety: 72%



Affordability of ½ cent: 60% Yes



Seniors and People with Disabilities Mobility: 57%

Solano County Mobility Management Plan

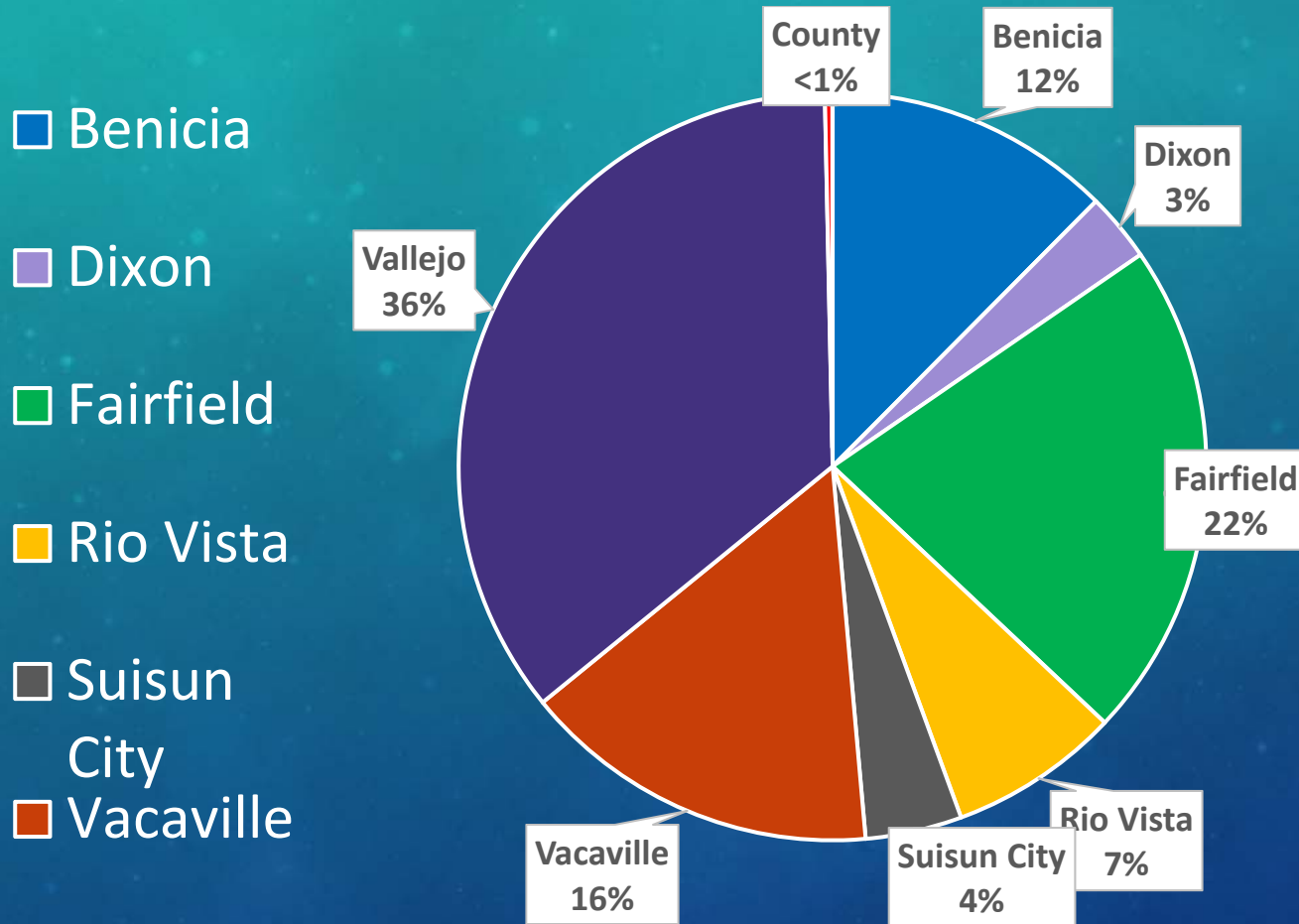
March 6, 2014



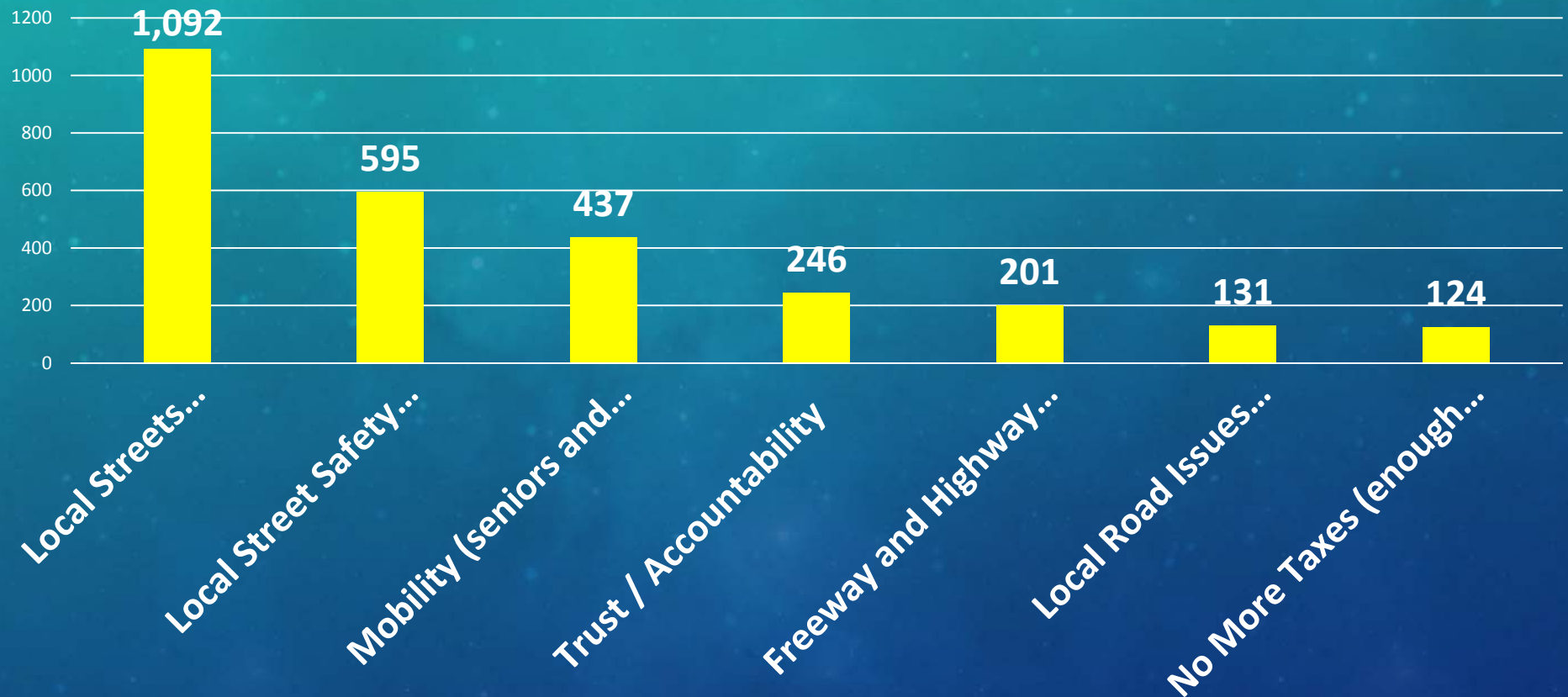
Lack of Trust in Govt. Accountability



RESPONDENTS BY JURISDICTION



4,452 TOTAL PARTICIPANTS (TOWN HALL, EMAIL, PHONE, SURVEYS)
2,452 PUBLIC COMMENTS



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DATE: March 24, 2016
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2016-17

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2016-17 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2016-17 is reduced by \$27,355 from the prior year using the MTC's annual TDA funding estimates issued February 24, 2016. STA's TDA claim for FY 2016-17 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2016-17 Fund Estimate (Attachment C).

The Members Contribution is reduced by \$141,944. The Members Contributions estimates for FY 2016-17 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2015 (Attachment D). TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent fiscal year.

In response to a question and subsequent suggested changes brought up by the City of Fairfield regarding the process of how STA allocates the amount of membership contribution among the eight member agencies, a follow up meeting is being scheduled to discuss different options among members of the STA TAC.

Fiscal Impact

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

Recommendation:

Informational.

Attachments:

- A. FY 2016-17 Local TDA Funds and Contributions from Member Agencies;
- B. Computations for TDA and Members Contributions for FY 2016-17;
- C. MTC FY 2016-17 Fund Estimate TDA Funds Solano County (February 24, 2016);
- D. Calendar Year 2015 Gas Tax Revenues for Solano County Agencies.

FY 2016-17 Local Transportation Development Act (TDA) and Contributions from Member Agencies

TDA Contributions

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

Members Contributions

AGENCY	FY 2016-17 Members Contribution	FY 2015-16 Adjustment	FY 2016-17 Total Members Contribution Claim	FY 2015-16 Members Contribution	% Change
Benicia	17,309	(2,498)	14,811	24,174	-38.7%
Dixon	12,111	(1,748)	10,363	16,419	-36.9%
Fairfield	70,107	(10,115)	59,992	96,307	-37.7%
Rio Vista	5,056	(730)	4,326	6,763	-36.0%
Suisun City	18,192	(2,625)	15,567	25,129	-38.0%
Vacaville	59,653	(8,607)	51,046	82,485	-38.1%
Vallejo	74,628	(10,768)	63,860	104,233	-38.7%
Solano County	12,229	(1,765)	10,464	16,863	-37.9%
TOTAL	269,285	(38,856)	230,429	372,373	-38.1%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2016-17 TOTAL	FY 2015-16 TOTAL	% Change
Benicia	30,945	14,811	45,756	57,206	-20.0%
Dixon	21,651	10,363	32,013	38,853	-17.6%
Fairfield	125,337	59,992	185,329	227,892	-18.7%
Rio Vista	9,038	4,326	13,364	16,003	-16.5%
Suisun City	32,524	15,567	48,091	59,463	-19.1%
Vacaville	106,648	51,046	157,695	195,185	-19.2%
Vallejo	133,419	63,860	197,279	246,647	-20.0%
Solano County	21,862	10,464	32,325	39,901	-19.0%
TOTAL	481,422	230,429	711,849	881,150	-19.2%

Computations for TDA and Members Contributions for FY 2016-17

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County		\$17,033,726	TDA	Total TDA to County		\$17,432,184	
FY 2015-16	STA Operations (2.7%)		\$459,911	FY 2016-17	STA Operations (2.7%)		\$470,669	
February 2015 Estimate								
	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 15-16 Claim</u>	<u>TDA Adjustment</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2015-16</u>	<u>FY 2015-16 Adjustment</u>
Benicia	1,049,698	0.064	29,562	25,116	1,074,814	0.064	30,254	691
Dixon	734,437	0.045	20,684	17,573	752,010	0.045	21,168	483
Fairfield	4,251,582	0.260	119,736	101,726	4,353,308	0.260	122,537	2,800
Rio Vista	306,605	0.019	8,635	7,336	313,941	0.019	8,837	201
Suisun City	1,103,260	0.068	31,071	26,397	1,129,657	0.068	31,798	726
Vacaville	3,617,620	0.222	101,882	86,557	3,704,177	0.222	104,265	2,383
Vallejo	4,525,725	0.277	127,456	108,285	4,634,010	0.277	130,438	2,981
Solano County	741,586	0.045	20,885	17,744	759,330	0.045	21,374	488
TDA	\$ 16,330,513	1.000	\$459,911	\$390,734	\$16,721,247	1.000	470,669	\$10,753

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

Members Contribution

Contribution:	Total Gas Tax to County	\$14,673,195	Contribution:	Total Gas Tax to County	\$12,823,109
FY 2015-16	STA Operations (2.1%)	\$308,137	FY 2016-17	STA Operations (2.1%)	\$269,285
Estimate based on Calendar Year 2014			Estimate based on Calendar Year 2015		

		<u>FY 15-16 Claim</u>			<u>FY 15-16 Adjustment</u>
Benicia	0.064	\$19,807	Benicia	0.064	\$17,309
Dixon	0.045	13,858	Dixon	0.045	12,111
Fairfield	0.260	80,222	Fairfield	0.260	70,107
Rio Vista	0.019	5,785	Rio Vista	0.019	5,056
Suisun City	0.068	20,817	Suisun City	0.068	18,192
Vacaville	0.222	68,260	Vacaville	0.222	59,653
Vallejo	0.277	85,395	Vallejo	0.277	74,628
Solano County	0.045	13,993	Solano County	0.045	12,229
Total	1.000	\$308,137		1.000	\$269,285

Contribution:	Total Gas Tax to County	\$12,823,109	Total Adjusted Members Contribution FY 2016-17	
FY 2016-17	STA Operations (2.1%)	\$269,285		
Estimate based on Calendar Year 2016				
			<u>FY 2015-16 Adjustment</u>	
Benicia	0.064	\$17,309	(\$2,498)	\$14,811
Dixon	0.045	12,111	(1,748)	10,363
Fairfield	0.260	70,107	(10,115)	59,992
Rio Vista	0.019	5,056	(730)	4,326
Suisun City	0.068	18,192	(2,625)	15,567
Vacaville	0.222	59,653	(8,607)	51,046
Vallejo	0.277	74,628	(10,768)	63,860
Solano County	0.045	12,229	(1,765)	10,464
Total	1.000	\$269,285	(\$38,856)	\$230,429

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

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

FY2015-16 TDA Revenue Estimate					FY2016-17 TDA Revenue Estimate					
FY2015-16 Generation Estimate Adjustment					FY2016-17 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 15)			17,358,114		13. County Auditor Estimate				17,773,436	
2. Revised Estimate (Feb, 15)			17,773,436		FY2016-17 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)			415,322		14. MTC Administration (0.5% of Line 13)			88,867		
FY2015-16 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			88,867		
4. MTC Administration (0.5% of Line 3)			2,077		16. MTC Planning (3.0% of Line 13)			533,203		
5. County Administration (Up to 0.5% of Line 3)			2,077		17. Total Charges (Lines 14+15+16)				710,937	
6. MTC Planning (3.0% of Line 3)			12,460		18. TDA Generations Less Charges (Lines 13-17)				17,062,499	
7. Total Charges (Lines 4+5+6)			16,614		FY2016-17 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)			398,708		19. Article 3.0 (2.0% of Line 18)			341,250		
FY2015-16 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				16,721,249	
9. Article 3 Adjustment (2.0% of line 8)			7,974		21. Article 4.5 (5.0% of Line 20)			0		
10. Funds Remaining (Lines 8-9)			390,734		22. TDA Article 4 (Lines 20-21)				16,721,249	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)			390,734							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
SUBTOTAL	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia ⁴	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
SUBTOTAL	13,929,299	62,128	13,991,427	(18,797,550)	75,432	16,330,513	390,734	11,990,557	16,721,249	28,711,806
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,659,578)	\$75,432	\$16,663,789	\$398,708	\$12,247,771	\$17,062,499	\$29,310,270

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

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

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

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



**Highway Users Tax (HUTA) Revenues for Solano County Agencies - Excluding HUTA Section 2103
January to December 2015**

Allocation:	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Total
Solano County	\$434,194.36	\$518,777.94	\$487,199.88	\$452,233.49	\$622,963.52	\$516,991.47	\$534,170.25	\$418,876.21	\$547,558.29	\$485,245.04	\$558,485.72	\$446,586.45	\$6,023,282.62
Cities:													
Benicia	33,787.89	37,775.98	37,776.21	35,183.02	47,987.65	39,971.64	47,285.79	28,717.79	42,254.92	37,599.16	43,138.86	34,605.37	466,084.28
Dixon	22,992.64	25,691.27	25,691.43	23,936.90	32,601.22	27,177.01	32,688.85	19,993.06	29,359.39	26,138.08	29,971.00	24,066.67	320,307.52
Fairfield	131,186.47	146,808.58	146,809.47	136,651.44	186,809.56	155,409.37	175,619.09	114,831.94	169,535.32	150,721.47	173,107.36	138,623.59	1,826,113.66
Rio Vista	10,295.35	11,477.33	11,477.39	10,708.83	14,503.80	12,128.06	14,497.84	8,779.06	12,784.60	11,407.00	13,046.16	10,521.15	141,626.57
Suisun City	34,829.25	38,941.74	38,941.98	36,267.90	49,471.92	41,205.87	49,056.24	29,944.03	44,067.33	39,209.98	44,989.56	36,086.54	483,012.34
Vacaville	116,073.59	129,890.50	129,891.30	120,907.06	165,269.22	137,497.44	147,737.68	97,252.60	143,552.30	127,628.67	146,575.59	117,389.30	1,579,665.25
Vallejo	144,758.69	162,001.96	162,002.96	150,790.80	206,154.02	171,495.31	187,124.80	122,800.90	181,313.77	161,189.74	185,134.58	148,249.36	1,983,016.89
City SubTotal	\$493,923.88	\$552,587.36	\$552,590.74	\$514,445.95	\$702,797.39	\$584,884.70	\$654,010.29	\$422,319.38	\$622,867.63	\$553,894.10	\$635,963.11	\$509,541.98	\$6,799,826.51
Total County & Cities	\$928,118.24	\$1,071,365.30	\$1,039,790.62	\$966,679.44	\$1,325,760.91	\$1,101,876.17	\$1,188,180.54	\$841,195.59	\$1,170,425.92	\$1,039,139.14	\$1,194,448.83	\$956,128.43	\$12,823,109.13
FY 2014	\$830,724.03	\$961,022.07	\$941,202.43	\$780,247.43	\$1,129,629.57	\$2,598,750.15	\$1,303,361.46	\$1,035,617.27	\$939,773.29	\$1,174,116.03	\$2,081,270.50	\$897,480.69	\$14,673,194.92
Change	\$97,394.21	\$110,343.23	\$98,588.19	\$186,432.01	\$196,131.34	(\$1,496,873.98)	(\$115,180.92)	(\$194,421.68)	\$230,652.63	(\$134,976.89)	(\$886,821.67)	\$58,647.74	(\$1,850,085.79)
% Change	12%	11%	10%	24%	17.4%	-58%	-9%	-19%	25%	-11%	-43%	7%	-13%



DATE: March 18, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Project Delivery Update

Background:

As the County Transportation Authority and Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) works with member agencies to allocate and program federal, state and regional transportation funds and to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

Metropolitan Transportation Commission (MTC)'s resolution 3606 describes delivery policies for the San Francisco Bay Area and is included as Attachment A as reference. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2015-16 should have provided their Request for Authorization (RFA) to proceed with obligation from Caltrans by MTC's November 1, 2015 deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

PROJECT DELIVERY STATUS (Attachment A)

The list below was an update received from PDWG members in March 2016. Vallejo's Downtown Streetscape project has yet to schedule a field review meeting and needs to be moved back to FY 2016-17.

Project on Schedule
Project Behind Schedule
In Danger of Losing Funds

Project Sponsor	Project Name	Update
Rio Vista	SR12 SR2S Crossing	E-76 received in early March. Contract bidding to commence in late March.
Solano County	Suisun Valley Bike and Ped Imps	Sending in RFA March 18 th .
Suisun City	Suisun-Fairfield Intercity Rail Station	Construction under way
Suisun City	Driftwood Dr. SR2S Project	Project is finishing design and is waiting for TIP amendment in February prior to submitting RFA.
Vacaville	Vacaville SR2S Project	Received E-76 on November 10, 2015
Vallejo	Vallejo SR2S Project	Submitted RFA early March
Vallejo	Downtown Streetscape	Scheduled to have a field review meeting in April. Funds might need to be moved to FY 16/17.

Solano County and its cities also have a total of 10 Local Safety Program (HSIP) projects in Cycle 5 and 6; totaling \$4.6M. The obligation deadline for these to have their RFA for CON is June 30th. To date only three project has been obligated.

Project Sponsor	Project Name	Update
Cycle 5		
Solano County	Midway/Sievers Rd	CON phase complete close next step.
Solano County	Solano County Guardrail Project 2013	E-76 received in March.
Solano County	Pleasants Valley Rd	Waiting on Environmental Clearance and ROW cert. Expecting RFA by late March
Vallejo	Sonoma Blvd Improvements	Working with Caltrans to receive an encroachment permit. Possible need for additional studies.
Cycle 6		
Fairfield	Travis Blvd Striping	Project funds obligated December 23, 2015.
Fairfield	North Texas at Acacia St Left Turn Phase	RFA should be submitted by June 30 th .
Solano County	Cordelia-Lake Herman Rd Safety	RFA should be submitted by June 30 th .
Solano County	Hartley-Rockville Road Safety Improvements	RFA should be submitted by June 30 th .
Solano County	Dixon Ave-Putah Creek Road	RFA should be submitted by June 30 th .
Suisun City	Walters Rd/Pintail Dr	Project Complete

UPCOMING PROJECT DELIVERY DEADLINES

Every year MTC produces an annual obligation plan (Attachment A) to forecast the programming of federal funds for upcoming fiscal years; Congestion Management Air Quality (CMAQ) and Surface Transportation Program (STP). Projects programmed for an upcoming fiscal year must meet resolution 3606 deadlines for project delivery. Upcoming project delivery deadlines are as follows:

January 31st: MTC's requested project sponsor's deadline to receive E-76 obligation authority (Projects not meeting this deadline may have funding delayed or be moved to later years.)

March 31st: Absolute last date that project sponsors can receive E-76 obligation authority without being penalized by MTC.

June 30th: Deadline for HSIP project to submit RFA

September 1st: Caltrans deadline to provide E-76 obligation authority (Only used under exceptional circumstances. MTC will have requested funds be moved to a later year by this date)

September 30th: Last day to obligate HSIP and HBP projects.

INACTIVE OBLIGATIONS UPDATE

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. More information regarding

Inactive Obligations and its repercussions can be found on Caltrans Local Assistance website:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

As a regular discussion topic for the Solano PDWG, the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects. Projects that have not sent in invoices in the past 6 months are added to the list. There are a total of 4 inactive projects in Solano County this month, with 1 of them coming from the STA, 1 from Solano County, 1 from Caltrans, and 1 from Vallejo (Attachment B). The STA is in the process of invoicing for our the Safe Routes to Schools Program which is listed as inactive project now, and it should be off the list by next month.

Projects that continue to stay on this list could have their funding de-obligated.

Fiscal Impact:

None, unless projects become de-obligated due to inactivity

Recommendation:

Informational.

Attachments:

- A. MTC's Resolution 3606 Project Delivery Policies
- B. Inactive Projects List

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Partnership Local Streets and Roads Working Group/
Partnership Programming and Delivery Working Group

DATE: March 21, 2016

FR: Adam Crenshaw; Marcella Aranda

RE: Federal Programs Delivery Update (STP/CMAQ, HBP, Local Safety)

ACTION ITEMS and ITEMS OF NOTE:

- **STIP Allocation Requests**

The next CTC meeting date to receive a STIP allocation is June 29-30. This is the last CTC meeting of the fiscal year 2015-16. Requests for allocation with all documentation are due to Caltrans and MTC **by May 2, 2016**. **Reminder:** per MTC Resolution 3606, CTC allocation requests to the CTC/Caltrans for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package so the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federally funded STIP projects unless the E-76 RFA package is also submitted.

- **FFY2015-16 Annual Obligation Plan**

The deadline to submit a Request for Authorization (RFA) for projects included in the FFY2015-16 Obligation Plan was **November 1, 2015** and the deadline to receive authorization passed on **January 31, 2016**. Staff will be following up with the project sponsors for authorization status.

The submitted FY2015-16 Annual Obligation Plan can be found online at:

http://www.mtc.ca.gov/sites/default/files/MTC_FY_2015-16_Obligation_Plan_Submittal_10-01-2015.pdf

- **Systemic Safety Analysis Report Program (SSARP)**

The State set aside \$10 million from the Highway Safety Improvement Program (HSIP) and exchanged it for state funds to implement a new safety analysis program, the Systemic Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications.

Caltrans announced SSARP Phase 1 Call for Applications on February 16, 2016. **The application due date is Friday, March 25, 2016**. Please read the SSARP Guidelines and the Application Form Instructions before you start to prepare your applications. Applications received or postmarked after March 25, 2016 will not be accepted. Applications should be submitted to the attention of your Caltrans District Local Assistance Engineer (DLAE).

- **Highway Safety Improvement Program (HSIP) Revised Delivery Requirements and Cycle 8**

Caltrans revised its delivery guidelines beginning with Cycle 7 of the Highway Safety Improvement Program (HSIP). Delivery milestones have been changed to be consistent with calendar years as opposed to date of FTIP approval. The new guidelines are attached (vi) and have been updated and posted online at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. Project

sponsors are encouraged to review the updated requirements, particularly the highlighted areas, as they are currently in effect for Cycle 7 and will be applied to the upcoming Cycle 8 program.

The next HSIP call for projects (Cycle 8) is expected to be announced in April 2016 with an anticipated application deadline of July 2016. .

STANDING/ONGOING REMINDERS:

- **FFY 2015-16 Local Highway Bridge Program**
Status reports and programming for the FFY 2015-16 Local Highway Bridge Program are available online at: [http://dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm/\(7a\)](http://dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm/(7a)). Project sponsors should monitor these projects regularly to ensure delivery by the specified deadlines.
- **Inactive Obligations – Current Deadlines**
Caltrans is requiring project sponsors to submit an invoice every six months. Failure to submit an invoice semi-annually will result in the project being deemed inactive and subject to deobligation. The Inactive project listing (attachment (iv)) is posted at the following website and will be updated regularly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. Invoice payment status is available online at: <http://www.dot.ca.gov/hq/payhist/index.php/search>.
- **Federal-Aid E-76 Status**
Caltrans has developed an on-line report tracking the progress of FHWA federal-aid E-76 requests from the District through final FHWA Authorization. This is a great tool to find out the status of an E-76. Feedback regarding this report can be provided to MTC Programing staff who will forward to Caltrans. <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>

FHWA Funding Delivery Status Information Online:

Caltrans' monthly funding delivery reports are available online (<http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>) under "FY 2015-16 Obligation Plan"

- FHWA Obligated Funds - Federal Fiscal Year to Date FADS07 (Excel)
- FHWA Projects Submitted by District 4 to Caltrans HQ - Federal Fiscal Year to Date FADS12 (PDF)

Obligations for all federally funded programs discussed in this delivery status update are entered into MTC's Fund Management System. The various Obligation Status Reports can be generated at:

<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>

Should you have any questions regarding federal STP/CMAQ funded projects, please contact Ross McKeown at rmckeown@mtc.ca.gov. For STIP, Local Safety (HSIP/HR3) and Highway Bridge Program (HBP) funded projects, please direct questions to Marcella Aranda, Maranda@mtc.ca.gov.

Should you have any questions regarding the federal TIP, please contact Adam Crenshaw at acrenshaw@mtc.ca.gov.

Attachments:

- i. Federal Obligation Status for FFY 2015-16, 2/29/16
- ii. FFY 2015-16 STP-CMAQ Delivery Report, 3/10/16
- iii. FFY 2015-16 Local Safety Programs Delivery Report, 3/10/16
- iv. Inactive Obligations Project Status, 3/3/16
- v. FFY 2015-16 HBP Project Status, 2/29/16
- vi. Highway Safety Improvement Program (HSIP) Revised Delivery Requirements

FY 2015-16 Federal FHWA Funds Obligation Status**Delivery Deadline: January 31, 2016****(NOTE: FY 2015-16 Delivery Deadline is January 31, 2016)****February 29, 2016****(in million\$)**

County	STP/CMAQ					Local Safety (HSIP, HRRR, SRTS)					Total				
	Committed	Delivered Obligated	%	Current Programming	Remaining Balance	Committed	Delivered Obligated	%	Current Programming	Remaining Balance	Committed Amount	Delivered Obligated	%	Current Programming	Remaining Balance
Alameda	\$21.1	\$16.8	79%	\$23.4	\$6.7	\$2.6	\$1.2	47%	\$2.4	\$1.4	\$23.8	\$18.0	76%	\$25.8	\$8.1
Contra Costa	\$10.6	\$4.0	38%	\$11.7	\$7.7	\$3.9	\$1.8	46%	\$5.0	\$3.3	\$14.4	\$5.8	40%	\$16.8	\$11.0
Marin	\$2.7	\$1.7	62%	\$2.7	\$1.0	\$1.8	\$0.9	52%	\$2.2	\$0.9	\$4.5	\$2.6	58%	\$4.9	\$1.9
Napa	\$0.9	\$0.7	83%	\$0.9	\$0.1	\$0.6			\$0.6	\$0.6	\$1.5	\$0.7	48%	\$1.5	\$0.8
Regional	\$33.4	\$5.0	15%	\$30.3	\$25.3						\$33.4	\$5.0	15%	\$30.3	\$25.3
San Francisco	\$45.2	\$0.8	2%	\$45.2	\$44.4	\$1.2	(\$0.5)	-43%	\$1.7	\$1.7	\$46.4	\$0.3	1%	\$47.0	\$46.1
San Mateo	\$2.3	\$2.0	87%	\$3.5	\$1.5	\$0.6	\$0.5	91%	\$0.7	\$0.1	\$2.9	\$2.5	87%	\$4.2	\$1.6
Santa Clara **	\$22.8	\$20.8	91%	\$24.1	\$3.4	\$6.4	\$1.1	17%	\$5.3	\$5.3	\$29.2	\$21.8	75%	\$29.4	\$8.7
Solano	\$3.6	\$1.4	39%	\$4.0	\$2.6	\$3.9	\$4.1		\$4.1	\$3.7	\$7.6	\$5.5	73%	\$8.2	\$6.4
Sonoma	\$8.6	\$6.8	79%	\$8.6	\$1.8	\$0.9	\$0.9		\$0.9	\$0.9	\$9.5	\$7.7	81%	\$9.5	\$2.7
Total	\$151.3	\$60.0	40%	\$154.6	\$94.6	\$21.9	\$10.0	46%	\$23.0	\$17.8	\$173.2	\$70.0	40%	\$177.6	\$112.5

J:\PROJECT\Funding\T5-FAST\STP-CMAQ\Obligations and Delivery\Monthly Delivery Status Updates\[FY 2015-16 FHWA Local Project Delivery Status.xlsx]Oblig Status 02-29-2016

Metropolitan Transportation Commission
STP-CMAQ Obligation Status Report

Fiscal Years: FY 15/16
March 10, 2016

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		FY		Fund Programming Information			Obligation Information			Balance	
							Prefix	ID	Appn	Prog	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	Total Amt	Remaining
Solano County																		
Solano	MTC	Regional Planning Activities and PPM -	PE	SOL090006	ACTIVE	STP-T4-2-OBAG-PL	STPL	6084(175)	15/16	15/16	720,000		720,000	01/15/16	720,000		720,000	
Solano	Rio Vista	SR 12 crossing with updated lighting	CON	SOL130014	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		100,000	100,000				100,000	
Solano	Solano County	Suisun Valley Bicycle and Pedestrian	CON	SOL130007	ACTIVE	STP-T4-2-PCA-REG			15/16	15/16	927,000		927,000				927,000	
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station	CON	SOL130003	ACTIVE	CMAQ-T4-2-OBAG	CML	5032(026)	15/16	15/16		315,000	315,000	09/08/15		315,000	315,000	
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station	CON	SOL130003	ACTIVE	STP-T4-2-OBAG	CML	5032(026)	15/16	15/16	100,000		100,000	09/08/15	100,000		100,000	
Solano	Suisun City	Driftwood Drive Path	CON	SOL130020	PROPOSED	CMAQ-T4-2-OBAG			15/16	15/16		439,045	439,045				439,045	
Solano	Vacaville	Vacaville SRTS Infrastructure	CON	SOL130016	ACTIVE	CMAQ-T4-2-OBAG	CML	5094(063)	15/16	15/16		276,707	276,707	11/10/15		276,707	276,707	
Solano	Vallejo	Vallejo Downtown Streetscape	CON	SOL110035	ACTIVE	STP-T4-2-OBAG	TCSPC	5030(058)	15/16	15/16	938,765		938,765				938,765	
Solano	Vallejo	Vallejo SRTS Infrastructure	CON	SOL130015	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		229,728	229,728				229,728	
Solano County Totals											2,685,765	1,360,480	4,046,245		820,000	591,707	1,411,707	2,634,538

Metropolitan Transportation Commission
Local Safety Program (HSIP) Obligation Status Report

LSRPDWG 03/21/16: Item J1B(iii)

Fiscal Years: FY 15/16

March 10, 2016

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Fiscal Year		Fund No.	Prog Amt	Date	Oblig Amt	Balance
							Prefix	ID	Appn	Prog					Remaining
Solano County															
Solano	Benicia	E. 5th St/Vecino St Pedestrian Improvements	PE	REG070009	HSIP-T5-7	6265.00			15/16	15/16	HSIP7-04-001	45,000			45,000
Solano	Benicia	Military West/West 7th St Intersection	PE	REG070009	HSIP-T5-7	6268.00			15/16	15/16	HSIP7-04-002	45,180			45,180
Solano	Fairfield	Travis Blvd/E. Travis Blvd Striping (HSIP6-	CON	REG070009	HSIP-T4-6	5991.00	HSIPL	5132043	15/16	15/16	HSIP6-04-005	183,200	12/23/15	183,200	
Solano	Fairfield	Travis Blvd/E. Travis Blvd Striping (HSIP6-	CON-CE	REG070009	HSIP-T4-6	5991.00	HSIPL	5132043	15/16	15/16	HSIP6-04-005	27,400	12/23/15	27,400	
Solano	Fairfield	North Texas St at Acacia St Left Turn Phase	CON	REG070009	HSIP-T4-6	5993.00	HSIPL	5933044	15/16	15/16	HSIP6-04-004	100,800			100,800
Solano	Fairfield	North Texas St at Acacia St Left Turn Phase	CON-CE	REG070009	HSIP-T4-6	5993.00	HSIPL	5933044	15/16	15/16	HSIP6-04-004	15,100			15,100
Solano	Solano County	Pleasants Valley Road Safety Improvement	CON	REG070009	HSIP-T4-5	5925.00	HSIPL	5923105	15/16	15/16	HSIP5-04-025	807,400			807,400
Solano	Solano County	Solano County Guardrail Project 2013	CON	REG070009	HSIP-T4-5	5927.00	HSIPL	5923106	15/16	15/16	HSIP5-04-026	180,000	01/26/16	180,000	
Solano	Solano County	Cordelia-Lake Herman Rd Safety	CON	REG070009	HSIP-T4-6	6058.00	HSIPL	5923114	15/16	15/16	HSIP6-04-021	595,940			595,940
Solano	Solano County	Hartley - Rockville Road Safety Improvement	CON	REG070009	HSIP-T4-6	6059.00	HSIPL	5923113	15/16	15/16	HSIP6-04-022	859,050			859,050
Solano	Solano County	Dixon Ave-Putah Creek Road Safety	CON	REG070009	HSIP-T4-6	6060.00	HRRRL	5923115	15/16	15/16	HSIP6-04-023	920,200			920,200
Solano	Suisun City	HSIP7-04-024 SR12 Advance Warning	PSE	REG070009	HSIP-T5-7	6231.00				15/16	HSIP7-04-024	36,000			36,000
Solano	Suisun City	HSIP7-04-023 Sunset Avenue Improvements	PSE	REG070009	HSIP-T5-7	6263.00			15/16	15/16	HSIP7-04-023	42,300			42,300
Solano	Vallejo	Sonoma Boulevard Improvements HSIP5-04-	CON	SOL110037	HSIP-T4-5	5582.00	HSIPL	5030057	15/16	15/16	HSIP5-04-031	259,640			259,640
Solano County Totals												4,117,210		390,600	3,726,610

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Status	Agency Action Required	Agency	Description	Total Cost	Federal Funds	Unexpended Bal
Inactive	Invoice under review by Caltrans. Monitor for progress.	Vallejo	IN THE VICINITY OF WARDLAW AND COOPER ELEMENTARY SCHOOLS, SAFETY IMPROVEMENTS, INCLUDING STRIPING & SIGNAGE	\$20,400.00	\$18,000.00	\$18,000.00
Future	Invoice under review by Caltrans. Monitor for progress.	Solano County	PORTIONS OF BULKLEY RD., LAMBIE RD., LEWIS RD., MAIN PRAIRIE RD., PEDRICK RD.ETC, ROADWAY PRESERVATION	\$1,051,378.00	\$601,750.00	\$601,750.00
Future	Submit invoice to District by 05/20/2016	Caltrans	RT80 IN SOLANO COUNTY, INSTALL RAMP METERING & TRAFFIC OPERATIONS (TC)	\$170,000.00	\$170,000.00	\$170,000.00
Future	Submit invoice to District by 05/20/2016	Solano Transportation Authority	IN AND AROUND 15 PUBLIC SCHOOLS WITHIN SOLANO COUNTY, INGRAIN WALKING & ROLLING INTO SCHOOL CULTURE (TC)	\$388,000.00	\$388,000.00	\$388,000.00



DATE: March 22, 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
6.	Yolo-Solano Air Quality Management District Clean Air Funds	\$332,000	March 25, 2016
State			
1.	Transit and Intercity Rail Capital Program (TIRCP)	\$200 million	April 5, 2016
Federal			
1.	Transportation Investment Generating Economic Recovery (TIGER)	\$500 million	April 29, 2016

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/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	
Yolo-Solano Air Quality management District (YSAQMD) Clean Air Funds	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org	March 25, 2016	\$332,000	The purpose of the Clean Air Funds Program is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Yolo-Solano Air Quality Management District (YSAQMD).	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						
Transit and Intercity Rail Capital Program (TIRCP)	Ezequiel Castro Branch Chief (916) 654-8012	April 5, 2016	\$200 million	Provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.	Fairfield/ Vacaville Train Station	http://www.dot.ca.gov/hq/MassTrans/tircp.html



DATE: March 22, 2016
TO: STA TAC
FROM: Johanna Masclat, 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. Pedestrian Advisory Committee (PAC) Draft Minutes of February 4, 2016
- B. Safe Routes to School Advisory Committee Draft Minutes of February 17, 2016
- C. Arterials Highways and Freeways Draft Minutes of March 2, 2016
- D. Bicycle Advisory Committee (BAC) Draft Minutes of March 3, 2016

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PEDESTRIAN ADVISORY COMMITTEE (PAC)

**DRAFT Minutes for the Meeting of
February 4, 2016**

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA's Pedestrian Advisory Committee (PAC) was called to order by Chair Tamer Totah at approximately 6:00 p.m. at the STA in Conference Room 1.

PAC Members Present:

Pete Turner	City of Benicia
Tamer Totah	City of Fairfield
Joseph Joyce	County of Solano
Sandy Newell	City of Dixon
Sean Strickland	City of Suisun City
Kevin McNamara	City of Rio Vista
Jody Lane	Bay Area Ridge Trail

PAC Members Absent:

Teri Booth	City of Vallejo
Shannon Lujan	City of Vacaville
Vacant	Member at Large

Others Present:

Dave Melilli	Director of Public Works, Suisun City
James Loomis	City of Vacaville
Brian Miller	City of Fairfield
Alvina Sheeley	Resident

STA Staff Present:

Ryan Dodge	STA
Drew Hart	STA
Anthony Adams	STA
Zoe Zaldivar	STA

2. CONFIRM QUORUM

Quorum is confirmed.

3. APPROVAL OF THE AGENDA

With a motion from Kevin McNamara and a second from Sandy Newell, the PAC unanimously approved the Agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. COMMENTS FROM AGENCY STAFF

None.

6. CONSENT CALENDAR

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

A. Minutes of the STA BAC/PAC Meeting of June 18, 2015

Recommendation:

Approve the STA BAC/PAC meeting minutes of June 18, 2015

B. Minutes of the STA BAC/PAC Meeting of July 30, 2015

Recommendation:

Approve the STA BAC/PAC meeting minutes of July 30, 2015.

C. Minutes of the STA PAC Meeting of October 15, 2015

Recommendation:

Approve the STA PAC meeting minutes of October 15, 2015.

On a motion from Sandy Newell and a second from Kevin McNamara the PAC approved the meeting minutes in one motion. (7 Ayes, 0 Nays, 1 Abstention)

7. ACTION FINANCIAL

A. Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2015 – 16

The PAC was unable to approve the recommendation for Transportation Development Act (TDA) Article 3 funding for fiscal year 2015 – 2016 due to a lack of quorum.

Drew Hart revisited the details of the Transportation Development Act (TDA), and refreshed the committee's memory on where the TDA funding stems. The TDA funds are generated by a 1/4 cent tax on retail sales collected in California's 58 counties, of which he noted two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. He continued with acknowledging that the Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. Solano Transportation Authority). He explained that approximately \$443,000 of TDA Article 3 funding is available for allocation in Fiscal Year (FY) 2015-16 based on the current projections, with any unused funds rollover to the subsequent year.

Mr. Hart relayed that at their August 26, 2015 meeting, the STA TAC approved the recommendation followed by the STA Board on September 9, 2015, and he encouraged that the PAC officially endorse these projects as per staff's recommendation.

On a motion from Kevin McNamara, and a second from Sandy Newell, the PAC unanimously agreed to confirm to the STA TAC and Board the FY 2015-16 TDA

Article 3 funding for the Safe Routes to School, Rio Vista's Highway 12 crossing, Suisun City's Driftwood Drive, and Vacaville's Rocky Hills Trail projects.

8. ACTION NON-FINANCIAL

A. Elect Chair and Vice – Chair for 2016.

Ryan Dodge explained that the Pedestrian Advisory Committee (PAC) includes a Chair and a Vice-chair whom shall be nominated and elected for each calendar year. He further elaborated that according to the by-laws, each calendar year the committee needs to nominate and elect a Chair and Vice-Chair. He outlined the current Chair Tamer Totah, who is currently representing the City of Fairfield, served as Chair in 2015, with Bil Paul serving as Vice-Chair in 2014 and 2015 and recently resigned from the PAC.

Kevin McNamara volunteered for the position of Chair for the calendar year of 2016, and was unanimously voted in, no oppositions.

Jodi Lane nominated Tamer Totah for Vice – Chair, and was seconded by Kevin McNamara, with no oppositions.

9. INFORMATION – DISCUSSION

A. Fiscal Year 2015 – 16 PAC Overall Work Plan

Ryan Dodge noted that the Pedestrian Advisory Committee (PAC) approved the Fiscal Year 2015/2016 PAC Overall Work Plan at the June 2015 PAC meeting. Mr. Dodge emphasized the duties for the PAC Committee including its responsibilities for updating and monitoring the progress of the Solano Countywide Transportation Pedestrian Plan, and making funding recommendations for countywide pedestrian-related projects to the STA Board of Directors and member agencies and implementing the Overall Work Plan is the mechanism in which this may be achieved. Mr. Dodge highlighted the seven objectives with selected sub-objectives from the 2012 Solano Countywide Pedestrian Transportation Plan, which were approved at the September 9, 2015 PAC meeting for inclusion in the Overall Work Plan.

B. Heart of Fairfield Presentation

Brian Miller presented the projected the purpose and goals of the Heart of Fairfield Plan via Power Point. He noted that this improvement in the Downtown Fairfield area would increase the economy of the area as it would encourage business and residential growth. Mr. Miller announced that this project would include condominiums, apartments and townhouses as well as business offices which is estimated would fill up shortly after project completion. He added that they are also looking into the transportation portion of the project, and are looking to the BAC and PAC committees to offer feedback on suggestions and/or recommendations to the grid-like structure the plan proposes.

Sean Strickland inquired if the increase in connectivity that Mr. Miller was describing as a result of this project would extend itself to Suisun City, and how so. Mr. Miller conveyed the difficulty of doing so directly because of the rail road passing through and noted that the current connectivity would be improved with added lighting and other safety elements. He described the difficulty of getting an agreement with the rail road for a surface crossing.

Mr. Miller concluded his presentation by announcing that a possibility for the Heart of Fairfield project, one which was looked upon very favorably by Fairfield residents, was a linear park.

C. One Bay Area Grant Program (OBAG 2) and Transportation Development ACT (TDA) Article 3 Upcoming Opportunities

Ryan Dodge informed PAC committee members that in the near future the following funds will become available that may potentially be used to fund and implement pedestrian projects as well as other types of projects. He noted that these funding sources include but are not limited to OBAG 2 and TDA 3. He explained that one of the primary funding programs in Plan Bay Area is the One Bay Area Grant (OBAG) program, which consists of block grants to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals. He indicated that STA will receive \$19 million from OBAG Cycle 2 for the 5-year period covering FY 2017-18 through FY 2022-23. He added that the Commission extended the deadline for jurisdictions to have a fully-certified Housing Element to June 30, 2016, this will provide the City of Dixon additional time to meet the state requirements.

Mr. Dodge explained that approximately \$400,000 of TDA Article 3 is anticipated to be available for allocation in Fiscal Year 2016-17 based on the current projections. He stated that any unused funds rollover to the subsequent year. He suggested that smaller (i.e. less expensive) projects are more appropriate for this funding source due to lack of Federal involvement. He addressed the committee stating that the BAC, TAC, and STA Board have already allocated TDA 3 funds for Fiscal Year 2015/16, with any remaining balance rolling over into the next fiscal year. He summarized that the importance of this discussion was to be aware of possible funding for projects on their Overall Work Plan.

D. 2016 STA Board and Advisory Committees Meeting Schedule

Zoe Zaldivar provided an attachment with the 2016 STA Board and Advisory Meeting schedules, to better assist committee members in attending related meetings.

Committee members requested that this be attached in all future PAC Packets and to be labeled as Information – No Discussion.

10. INFORMATION-NO DISCUSSION

None.

11. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

None.

12. ADJOURNMENT

The STA PAC meeting adjourned at 7:30 p.m. The next meeting of the STA PAC is **Thursday, April 7th 2016.**

PAC 2016 Meeting Dates

(The PAC meets every First Thursday on even months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, February 4th 2016

6:00 pm, Thursday, April 7th 2016

6:00 pm, Thursday, June 2nd 2016

6:00 pm, Thursday, August 4th 2016

6:00 pm, Thursday, October 6th 2016

6:00 pm, Thursday, December 1st 2016

Questions? Please contact STA staff, Ryan Dodge, (707) 399-3230, rdodge@sta.ca.gov

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Minutes of February 17, 2016

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:30 p.m. in the STA Main Conference Room.

SR2S-AC Members

Present:

Jim Antone	Yolo-Solano Air Quality Management District
Robin Cox	Solano County Public Health
Ozzie Hilton	City of Vacaville, Public Works Department
Kevin McNamara	Pedestrian Advisory Committee Representative
Mitchell Romao	Vallejo City Unified School District
Mike Segala	Bicycle Advisory Committee
Jay Speck	Solano County Office of Education
Andrew White	City of Suisun City Police Department
	<i>(Arrived to the meeting at 1:55 p.m.)</i>
Garland Wong	City of Fairfield, Traffic Engineering

SR2S-AC Members

Absent:

Lt. Mike Greene	City of Benicia Police Department
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STA Staff Present:

Karin Bloesch	STA
Betsy Beavers	STA
Sheila Ernst	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Melissa Nance	STA

Others Present:

Tracy Nachand	Solano County Public Health
Rachel Dula	FSUSD

2. INTRODUCTIONS

A quorum was confirmed.

3. APPROVAL OF AGENDA: February 17, 2016

Chair Antone asked for a motion to *move informational discussion agenda items 8.A and 8.B to the beginning of the agenda.*

With a motion from Michael Segala and a second from Kevin McNamara the SR2S-AC unanimously approved the agenda as amended *above in bold and italics.*
(8 Ayes, 2 Absent)

4. **OPPORTUNITY FOR PUBLIC COMMENT**

None.

5. **COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

6. **CONSENT CALENDAR - APPROVAL OF MEETING MINUTES**

Recommendation: Approve the SR2S-AC minutes of November 18, 2015.

On a motion from Robin Cox and a second from Jay Speck the SR2S-AC approved the November 18, 2015 meeting minutes. (6 Ayes, 2 Absent, 2 Abstained)

7. **ACTION ITEMS - FINANCIAL**

A. Public Safety Enforcement Grant Scope of Work/RFP

Sarah Fitzgerald provided an overview of the Public Safety Enforcement Grant Scope of Work/RFP. She explained that as part of the approved work scope for OBAG 1, Safe Routes to School Program Education Program, \$150,000 funding is included for enforcement activities. She stated that 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. Ms. Fitzgerald outlined the goals and objectives for this round of the Enforcement Grant. She stated that individual jurisdictions may apply for a partial amount or up to the full amount of \$150,000 and that the deadline to submit a Letter of Interest to STA is April 7, 2016. Ms. Fitzgerald concluded that the scope of the grant will cover 2 school years 16/17 and 17/18 and that recommended projects will be presented to the STA Board (anticipated date of June 8, 2016) for award.

Recommendation:

Approve the following:

1. Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release a request for letters of interest for the Public Safety Enforcement Grant – Round 3.
2. Forward a recommendation to the STA TAC and Board approve the Public Safety Enforcement Grant – Round 3 Scope of Work.
3. Forward a recommendation to the STA TAC and Board appoint two SR2S Advisory Committee representatives to serve on the evaluation committee.

Robin Cox proposed to *reduce some side-bar language, add a bullet addressing direct enforcement under goals and objectives, modify the checklist option layout, and indicate partnering or working with SR2S Staff defined as Solano Public Health and STA Program Staff to the scope.*

Jim Antone suggested *changing the name of the grant to “Public Safety Education and Enforcement Grant” to encourage additional activities other than just direct enforcement.*

Jim Antone volunteered to sit on the evaluation committee. Jim Antone recommended asking a member from a law enforcement agency that does not apply for the grant funding to sit on the evaluation committee.

The group discussed locations to get bicycle helmets.

With a motion from Andrew White and a second from Robin Cox the SR2S-AC unanimously approved the recommendations as amended above in ***bold and italics***. (9 Ayes, 1 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano County Local Streets and Roads Update

Daryl Halls provided a presentation on the Solano County Local Streets and Roads Update. He explained that three call town hall meetings were held to get feedback from the public on fixing and maintaining local roads by placing a half cent sales tax measure on the June 2016 ballot. He stated that 2,400 people participated and provided over 1,650 comments addressing 3 top priorities: potholes, road safety, and mobility for seniors. He stated that Solano County does not have a local funding source to address these issues which is the purpose of the measure. Mr. Halls provided an overview of the 2014 Solano County Pothole Report and addressed each city's road Pavement Condition Index (PCI) and the different treatments and costs to fix them. He outlined STA's Mobility Management programs and addressed government accountability, trust and oversight process.

Sarah Fitzgerald stated that she will send out a link to this PowerPoint presentation to the committee.

B. One Bay Area Grant (OBAG) 2 Update

Robert Macaulay provided an update on the One Bay Area Grant (OBAG) 2. He explained at our last meeting how MTC's policies for OBAG 2 will affect the SR2S program. Mr. Macaulay discussed further updates to OBAG 2 and the process by which STA will prioritize and recommend projects for funding. He explained that during OBAG 1, the Safe Routes to School Program was allocated \$1.256M for non-infrastructure activities and in addition, \$1.2M was allocated to 6 SR2S infrastructure projects. Mr. Macaulay concluded that for OBAG 2, non-infrastructure projects are eligible for funding but there will not be a set aside for these education, encouragement and enforcement activities.

STA staff will be bringing information obtained from other advisory committees regarding OBAG 2 priorities to this committee before the May meeting. The group discussed the possibility of a holding a special meeting to discuss the call for projects, needs, criteria and priorities before the meeting in May.

C. Solano County Public Health Narrative Report

Due to lack of time this item was not discussed but only provided in the packet for the committee for review.

D. SR2S Coordinator Updates

Due to lack of time this item was not discussed but only provided in the packet for the committee for review.

E. Active Transportation Program (ATP) Update

Sarah Fitzgerald provided a brief update on the Active Transportation Program (ATP). She explained that the ATP Cycle 3 Draft Guidelines and Application has been released by CTC and they are currently hosting four workshops to take comments regarding the Application and Grant process. She stated that STA staff has been attending these CTC workshops and monitoring proposed changes to the process. Ms. Fitzgerald concluded that since the SR2S program has two current rounds of ATP grants to implement, staff will not be submitting an application for Cycle 3; however, STA staff will provide technical assistance to any member agency that wishes to apply for the grant funds.

9. FUTURE AGENDA ITEMS AND MEMBER COMMENTS

- SR2S Program Funding (Sarah Fitzgerald)
- OBAG 2 (Bob Macaulay)
- Pedestrian and Bicycle Counters (Ryan Dodge)

10. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2016 SR2S-AC Meeting Schedule

B. Attendance Matrix

11. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next regularly scheduled meeting of the SR2S-AC will be May 18, 2016 at 1:30 p.m. in the STA Conference Room.



**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA
Draft Minutes for the meeting of
March 2, 2016**

1. CALL TO ORDER – SELF INTRODUCTIONS

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

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

Len Augustine	City of Vacaville
Jack Batchelor Jr.	City of Dixon (Alternate)
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City

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

Steve Hartwig	Technical Advisory Committee Representative
Jesse Malgapo	City of Vallejo

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Ryan Dodge	STA
Sheila Ernst	STA
Drew Hart	STA
Robert Macaulay	STA
Sandy Person	Solano EDC
Audrey Taylor	Chabin Concepts

- 2. APPROVAL OF AGENDA** Board Member Price, and a second by Board Member Richardson, the Arterials, Highways, and Freeways committee unanimously approved the March 2, 2016 Agenda. (7 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

- A. Minutes of the Arterials, Freeways & Highways Committee Meeting of December 10, 2015**

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of December 10, 2015.

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

5. INFORMATIONAL ITEMS - DISCUSSION

A. Federal Regional and State Freight Plans and Projects and Status of Solano County Freight Priorities

Robert Macaulay provided an overview of the Federal, Regional and State Freight Plans and Projects and Status of Solano County Freight Priorities. He explained that the goods movement emission reduction plan is used to allocate funds from a one billion dollar state bond measure which is designed to reduce air emissions related to goods movement and that the primary focus of this program has been on the small particulate emission found around ports and major rail yards. The group discussed funding and priority projects.

Janet Adams provided an overview of the priority projects in Solano County. She explained that the STA has identified the following projects or facilities as priorities for investment in goods movement projects: (1) Interstate 80/Interstate 680/State Route 12 interchange, (2) Westbound Cordelia truck scales, (3) State Route 12, from the Solano / Sacramento County line in Rio Vista Interstate 80 in Fairfield, (4) State Route 37, from Interstate 80 in Solano county to US 101 in Sonoma county.

Ryan Dodge provided a website tour of Vital Signs.

B. Moving Solano Forward Study

Audrey Taylor provided a presentation on the Moving Solano Forward Study. She explained that Highway 12 corridor is very important to the Northern California and Solano County economies. She stated that the corridor encompasses parts of Napa, Solano, Sacramento, and San Joaquin Counties, but it also generates economic value to areas beyond its own economy to other Central California agricultural and food processing economies and to Sacramento and San Francisco services and goods production economies. Ms. Taylor discussed safety challenges and congestion on Highway 12. Ms. Taylor outlined economic data, web framework and development sites.

The group discussed repurposing properties, missing gaps, and an affordable high speed internet system to accelerate and expedite economic development.

C. Summary of State Route 12 Economic Study

Sandy Person provided a brief summary of the State Route 12 Economic Study. She discussed funding mechanisms, sustainability and potential funding.

6. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2015 was presented.

7. ADJOURNMENT

The meeting adjourned at 1:30 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 12:00 p.m. on April 11, 2016 at the Solano Transportation Authority.



BICYCLE ADVISORY COMMITTEE (BAC)

DRAFT Minutes for the Meeting of March 3, 2016

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA's Bicycle Advisory Committee (BAC) was called to order by Chair Segala at approximately 6:28 p.m. at the STA in Conference Room 1.

BAC Members Present:

Nancy Lund, Chair	City of Benicia
James Fisk	City of Dixon
David Pyle, Vice - Chair	City of Fairfield
Lori Wilson	City of Suisun City
Ray Posey	City of Vacaville
Mick Weninger	City of Vallejo

BAC Members Absent:

Barbara Wood	Member At Large
Mike Segala	County of Solano
Vacant	City of Rio Vista

Others Present:

Robert Powell	Resident of Vallejo
Nick Burton	Solano County

STA Staff Present

Drew Hart	STA
Zoe Zaldivar	STA
Ryan Dodge	STA
Paulette Cooper	STA

2. CONFIRM QUORUM

Quorum was confirmed.

3. APPROVAL OF THE AGENDA

On a motion by David Pyle and a second by Lori Wilson, the BAC approved the agenda.
(6 Ayes, 2 absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

Zoe Zaldivar indicated that the STA Board and Advisory schedule and Attendance Matrix was under separate cover for this meeting, and should be included in all future BAC Packets.

5. CONSENT CALENDAR

A. Recommendation:

Approve STA BAC Meeting Minutes of January 7, 2016.

On a motion by David Pyle, and a second by Jim Fisk, the BAC approved the minutes of January 7, 2016. (5 Ayes, 2 Absent, 1 Abstention)

6. ACTION NON - FINANCIAL

None.

7. INFORMATION DISCUSSION

A. **Funding Priorities: TDA Article 3 & OBAG Cycle 2**

Drew Hart presented on Mr. Macaulay's behalf, reviewing the fundamentals of TDA Article 3 and OBAG Cycle 2 and how it relates to the factors of prioritizing funding, deliverability, geographic equity, and urgency on projects that the Bicycle Advisory Committee reviews for funding opportunities. He noted that in the upcoming months, the BAC will have the opportunity to review and discuss projects for multiple funding opportunities, specifically TDA Article 3 and OBAG 2. He conveyed that as the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) make recommendations to the STA Board to allocate TDA Article 3 funding for bicycle and pedestrian projects; lists are developed through a collaborative effort between the BAC, PAC, STA staff, and the appropriate public works and planning staff from each jurisdiction to determine the projects with highest priority for these funding sources. He further explained that an annual review of the projects lists are conducted to ensure that the lists are up to date as projects are completed and priorities change at the local level. Mr. Hart summarized that the Transportation Development Act (TDA) Article 3 funding is generated by 2% of a 1/4 cent tax on retail sales collected in California, and that these funds are specifically for bicycle and pedestrian projects.

Mr. Hart implied that STA staff plans to recommend an OBAG 2 process for Solano County which may possibly be almost identical to the original OBAG project review and selection process. He also noted that currently, there is an estimated \$204K in TDA Article 3 funds available to STA which has carried over from previous years. He outlined that on average, STA receives \$300K each fiscal year bringing the available total to a projected amount of \$500K for fiscal year 2016-17. Mr. Hart summarized that as these two opportunities near, the BAC should work to identify top priority projects to be recommended for funding from these program sources. As such he suggested that BAC members ought to consult their local public works department to coordinate the advocacy and funding plan for each jurisdiction's top project.

B. **Public Outreach and CTP Update**

Drew Hart stated that the STA began doing public outreach for the Comprehensive Transportation Plan (CTP) in the spring of 2015. He summarized that this outreach began with a series of meetings with public interest groups such as Rotary clubs and Chambers of Commerce and in late 2015, STA's desire to connect with the public and identify the priorities residents in Solano County exhibited could be identified more closely and addressed led to the 2016 mailer which was sent out to residents in the beginning of the 2016 year. He noted that STA send out approximately 50,000 mailers to registered Solano County voters in February of 2016 in an effort to solicit additional input and promote the Telephone Town Halls. He relayed that the mailers

included a tear off sheet with prepaid postage, with an invitation for residents to leave comments by e-mail or with a phone survey; total responses to this effort exceeded 2,000.

Mr. Hart outlined that the two activities with the greatest participation were the mail in cards and the Telephone Town Hall meetings. He summarized that as of this date, more than 1,300 cards have been mailed in, with their main concerns focusing on the maintenance of local streets and roads, road safety, transportation for seniors and people with disabilities, as well as the accountability of government when it comes to spending transportation and other funds. He highlighted that the Telephone Town Halls, which were held between 6:00 and 7:00 PM on the nights of February 8th, 9th, and the 16th, included all seven mayors, and three of the five county supervisors. He noted that almost 2,000 people called in to listen, and 61 people had a chance to ask questions and receive an answer during these meetings. Mr. Hart concluded that the information received in these various outreach efforts will help guide STA in finalizing the prioritization of projects and programs funding the transit and rideshare and arterials, highways and freeway elements of the Solano comprehensive transportation plan with the One Bay Area Grant (OBAG) second cycle.

C. Bike Counters Update

Ryan Dodge addressed the STA purchase of eight portable automated counters (four bicycle and four pedestrian) in March, 2015 for the purpose of collecting continuous volume count data throughout Solano County and the seven cities. He continued by relaying the importance that volume count data has and that it will be collected and used primarily for competitive grant applications, to collect before-data for funded projects, to collect after-data to help evaluate the effectiveness of implemented projects, and to assist the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC) in prioritizing future projects. He stipulated that these counters will be available for use on a first-come-first-serve basis, and will be used to continually provide information as it comes forward, to the committees.

D. Funding Opportunities: ATP, BAAQMD, YSAQMD

Drew Hart explained that the Active Transportation Program (ATP) is a statewide funding program for bicycle and pedestrian projects. He noted that the program aims to promote projects to increase biking and walking trips and that the grant program is highly competitive with over \$1B in requests for \$360M in funds for each Cycle 1 and Cycle 2. He stated that STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide ATP grant funding in both Cycle 1 and cycle 2. He implied that it was due to the partnership by STA with the Cities of Benicia, Rio Vista and Vallejo that allowed them award in funds from the regional competition. He summarized that both Safe Routes to School grants are currently being implemented. Mr. Hart conveyed on behalf of STA the identified project for submitting an application for Cycle 3 ATP funding – the Bay Trail/Vine Trail Gap Closure Project in Vallejo. He highlighted the fact that STA had previously submitted an application for the Bay Trail/Vine Trail in Cycle 2, and that this application would be reviewed, adjusted, and strengthened before being resubmitted for Cycle 3. He answered committee members that this application has an anticipated due date of June 15, 2016.

Drew Hart specified that the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are

administered by STA for Solano County. He relayed that eligible TFCA projects are those that reduce air pollution from motor vehicles. He highlighted that those in the southwestern portion of Solano County are located in the Bay Area Air Basin and are therefore eligible to apply for those funds. He stated that this area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo.

Mr. Hart summarized that the Yolo-Solano Air Quality Management District (YSAQMD) provides similar funding by way of the Clean Air Funds Program for the remaining cities of Dixon, Rio Vista and Vacaville and the unincorporated County within the Yolo-Solano Air Basin. He noted that YSAQMD recently released a call for projects for the Clean Air Funds Program and \$332,000 is available this year, with applications due by March 25, 2016.

He announced that it is anticipated that STA will receive \$340,664 in TFCA Program Manager Funds for 2016-17. Additionally Mr. Hart noted that STA staff plans to submit an application for the Solano Bike Map and Wayfinding Program from the YSAQMD available funds.

8. MEMBER COMMENTS & FOLLOW UP ITEMS

1. Mayor Patterson - Bike Signs (signs to put up for safety)
2. Local codes, may hinder
3. Drew Hart was asked to have information prepared on tax, all bike infrastructure, and green paint class levels 1, 2, and 3 and their effectiveness

9. ADJOURNMENT

The STA BAC meeting adjourned at approximately 8:40 p.m. The next meeting of the STA BAC is **Thursday, May 5th 2016**.

BAC 2016 Meeting Dates

(The BAC meets every first Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:30 pm, Thursday, January 7th 2016

6:30 pm, Thursday, March 3rd 2016

6:30 pm, Thursday, May 5th 2016

6:30 pm, Thursday, July 7th 2016

6:30 pm, Thursday, September 8th 2016

6:30 pm, Thursday, November 3rd 2016

Questions? Please contact STA staff, Drew Hart, (707) 399-3214, dhart@sta.ca.gov



DATE: March 22, 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