



MEETING AGENDA

5:30 p.m., STA Board Regular
(Note: Earlier Start Time)

Wednesday, December 11, 2019
Suisun City Hall Council
Chambers 701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

Chair Price

(5:30 p.m.)

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Price

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Elizabeth Patterson	Thom Bogue (Vice Chair)	Harry Price (Chair)	Ronald Kott	Ron Rowlett	Bob Sampayan
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Donald Roos	Dilenna Harris	Robert McConnell

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(5:35 – 5:40 p.m.)

5. EXECUTIVE DIRECTOR’S REPORT

(5:40 – 5:45 p.m.)

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Daryl Halls

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(5:45 – 5:50 p.m.)

Jim Spering,
MTC Commissioner

7. REPORT FROM CALTRANS

(5:50 – 5:55 p.m.)

A. Draft 2020 State Highway Operations and Protection Program (SHOPP)

Anthony Adams

8. STA PRESENTATIONS

(5:55 – 6:15 p.m.)

A. State Legislative Update

Josh Shaw/Matt Robinson

B. Directors Reports:

1. Planning

Robert Guerrero

2. Projects

Anthony Adams

3. Programs – Solano Mobility Year-End Reports

Debbie McQuilkin/

Amy Antunano/

Katelyn Costa

C. Overview of Regional Transit Services in Solano County

Daryl Halls

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:15 – 6:20 p.m.)

A. Meeting Minutes of the STA Board Meeting of October 9, 2019

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of October 9, 2019.

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B. Meeting Minutes of the STA Board Special Meeting of November 6, 2019

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of November 6, 2019.

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- C. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of November 20, 2019** Johanna Masiclat
Recommendation:
 Receive and file.
Pg. 31
- D. Fiscal Year (FY) 2018-19 Fourth Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 35
- E. Adoption of STA 2020 Employee Benefits Summary** Susan Furtado
Recommendation:
 Receive and file.
Pg. 43
- F. Employer/Commuter Incentive Program – Commuter Engagement Strategic Plan** Katelyn Costa
Recommendation:
 Approve the Solano Commuter Engagement Strategic Plan and Incentives for FY 2020-21.
Pg. 51
- G. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2019-20 County Program Manager Funds – Change in Allocation** Triana Crighton
Recommendation:
 Approve the changes in allocation for \$120,000 of TFCA funds for FY 2019-20 as follows:
 1. Deprogram \$120,000 for Travis Air Force Base EV Chargers;
 2. Program \$80,000 to the Solano Mobility Program; and
 3. Program \$40,000 to the Solano EV Implementation Program.
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- H. Paratransit Coordinating Council (PCC) Membership Appointments** Debbie McQuilkin
Recommendation:
 Approve the following:
 1. Re-appoint Judy Nash, Public Agency – Education Member for another three (3) year term; and
 2. Appoint Brian McLaughlin as a Member at Large to a three (3) year term.
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- I. Contract Amendment - Federal Legislative Advocacy Services** Vincent Ma
Recommendation:
 Approve the following:
 1. Authorize the Executive Director to enter into a 24-month contract amendment and extension with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
 2. Authorize the Executive Director to extend the contract with the Cities of Fairfield, Vacaville and Vallejo and SolTrans to provide

federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2021 at a total cost not-to-exceed \$240,000; and

3. The expenditure of \$49,999.92 to cover the STA's contribution for this 24-month contract.

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10. ACTION FINANCIAL ITEMS

A. STA Office Building Updated Budget

Recommendation:

Authorize the Executive Director to:

1. Enter into all agreements as necessary, utilizing a Design Build construction procurement approach, for the design and the construction of a new STA Office Building for an amount not-to-exceed \$16.01 million;
2. Enter into short term financing as necessary to fund the new office building payable with future Project Contingency Fund; and
3. Amend the contract with Gilbane Building Company for project management services for an amount not to exceed \$200,000.

(6:20 – 6:30 p.m.)

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Daryl Halls,
Chair Price, and
Building
Oversight
Committee

B. STA's Comprehensive Annual Financial Report (CAFR) for Fiscal Year (FY) 2018-19 – Annual Audit

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2018-19; and
2. Authorize the Executive Director to submit the FY 2018-19 Comprehensive Annual Financial Report (CAFR) to the Government Finance Officers Association (GFOA).

(6:30 – 6:35 p.m.)

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Susan Furtado

C. Regional Transportation Impact Fee (RTIF) 6th Annual Report

Recommendation:

Approve the 6th Annual Solano Regional Transportation Impact Fee (RTIF) Report as shown in Attachment A.

(6:35 – 6:40 p.m.)

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Anthony Adams

11. ACTION NON-FINANCIAL ITEMS

- A. **Release of the Draft Comprehensive Transportation Plan (CTP) Equity Chapter for Public Comment** Robert Guerrero,
Charles Brown,
and Board
Member Wilson
Recommendation:
Approve releasing the Draft Equity Chapter for a 30-day public comment period.
(6:40 –6:50 p.m.)
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- B. **STA’s Draft 2020 Legislative Platform and Legislative Update** Vincent Ma
Recommendation:
Approve the STA’s 2020 Legislative Platform Final Draft with Amendments as shown in Attachment E.
(6:50 – 6:55 p.m.)
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- C. **2019 Solano Congestion Management Program (CMP) Update** Robert Guerrero
Recommendation:
Approve the 2019 Solano County Congestion Management Program (CMP) and authorize the STA Executive Director to submit the document to the Metropolitan Transportation Commission.
(6:55 – 7:00 p.m.)
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12. INFORMATIONAL – NO DISCUSSION

- A. **American Disability Act (ADA) In-Person Eligibility Year End Program Update** Debbie McQuilkin
Pg. 217
- B. **Solano Mobility Travel Training Program – Fiscal Year (FY) 2018-19 Year-End Program Update** Debbie McQuilkin
Pg. 221
- C. **Intercity Taxi (PEX) Card Services Fiscal Year (FY) 2018-19 Year-End Update** Debbie McQuilkin
Pg. 225
- D. **Solano Mobility Program Update and Solano Mobility Call Center/ Transportation Depot Fiscal Year (FY) 2018-19 Year-End Update** Amy Antunano
Pg. 229
- E. **Solano Mobility Vanpool Program Annual Update for Fiscal Year (FY) 2018-19** Amy Antunano
Pg. 233
- F. **Bucks for Bikes Annual Update for Fiscal Year (FY) 2018-19** Amy Antunano
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**G. Fiscal Year (FY) 2018-19 Abandoned Vehicle Abatement (AVA)
Program Fourth Quarter Report for Fiscal Year (FY) 2018-19
Pg. 239**

Susan Furtado

**H. Summary of Funding Opportunities
Pg. 241**

Triana Crighton

**I. 2019 STA Board and Advisory Committee Meeting Schedule
Pg. 243**

Johanna Masiclat

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The STA Board's next regularly scheduled meeting is at **6:00 p.m., Wednesday, January 8, 2020**, at the Suisun Council Chambers.

STA Board Meeting Schedule for Calendar Year 2020

6:00 p.m., Wednesday, January 8th

6:00 p.m., February 12th

6:00 p.m., March 11th

6:00 p.m., April 8th

6:00 p.m., May 13th

6:00 p.m., June 10th

6:00 p.m., July 8th

No Meeting in August (Board Summer Recess)

6:00 p.m., September 9th

6:00 p.m., October 14th

No Meeting November

5:30 p.m., November 4, 2020 – STA's 23rd Annual Awards Ceremony – City of Dixon

6:00 p.m., December 9th



DATE: December 3, 2019
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 2019

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

Adoption of STA's Legislative Platform and Priorities for 2020 *

In October 2019, the STA Board authorized the release of the STA's updated Legislative Platform and Priorities for Bay Area 2020 for 30-day review. The draft platform has been updated to reflect comments received. Some of the topics anticipated to be introduced in Sacramento during the 2020 State Legislative session are the FASTER Bay Area legislation, authorizing legislation for the Bay Area Toll Authority (BATA) to establish segment B of the SR 37 corridor as the 8th Bay Area bridge, and a regional legislative proposal following up the passage of AB 1487 (Chiu) establishing a Bay Area housing financing authority. Housing legislative is anticipated to remain a legislative priority in Sacramento in 2020. STA's SB 1 competitive grant priority for 2020 is the I-80 Managed Lanes project that is ready for construction funds. The Board's Executive Committee and staff are recommending extending the contract with Akin Gump for Federal Lobbying services. Josh Shaw and Matt Robinson, Shaw/Yoder/Antwih, are scheduled to provide a State Legislative update at the December 11th Board meeting. Susan Lent, Akin Gump, is scheduled to provide a Federal Legislative update at the January 8, 2020 STA Board meeting.

Presentation on Regional Transit Services and Opportunities *

At the Board meeting, staff will be providing a status of and identifying the opportunities for the three major regional transit services serving Solano County (the San Francisco Bay Ferry, the State Rail Plan that includes the Capitol Corridor and SMART Rail, and the Solano Express Bus service) heading into 2020. The ridership for all three of these regional transit services continues to grow as the traveling public looks for transit alternatives to the growing traffic congestion on I-80 and the rest of the highways and local arterials. The presentation will also highlight the important role of the Coordinated Short Range Transit Plans (SRTPs) for the five transit operators to evaluate and plan for enhanced connectivity/integration with these regional transit services and STA's continuing efforts to provide residents with additional first and last mile options to increase connections to regional transit.

In follow up at the January 2020 STA Board meeting, staff will provide a presentation on the status and opportunities for integration of regional transit facilities with local land use through the implementation of Priority Development Areas (PDAs). This discussion is intended to integrate with efforts to plan for housing and affordable housing, and jobs located in PDAs within close proximity to existing and planned expansion of regional transit services.

Release of Draft Equity Chapter of County Transportation Plan (CTP) *

Earlier this year, the STA Board formed an Equity Task Force to work with staff and a consultant team to develop both Equity guiding principles and an Equity Chapter as part of the update of the County Transportation Plan (CTC) update. In October, the STA Board adopted the Equity guiding principles. As a follow up, the draft Equity Chapter has been developed for review and distribution for comment by the STA Board.

Fiscal Year 2018-19 Comprehensive Annual Financial Report (CAFR) –Annual Audit *

The independent auditing firm of Eide Bailly LLP, has completed the annual Comprehensive Annual Financial Report (CAFR) – annual audit of STA for FY 2018-19. They have issued an unmodified (“clean”) opinion on STA’s comprehensive financial statements. This is the 14th consecutive fiscal year of no reportable deficiencies and the 4th year issuance of the CAFR. Appreciation for this effort goes to STA’s Accounting/Administrative Services Manager Susan Furtado, Brenda McNichols, her Accounting Technician, and STA’s department directors.

Regional Transportation Impact Fee (RTIF) 6th Annual Report *

STA staff has completed the 6th Annual Report for the Regional Transportation Impact Fee (RTIF) which covers Fiscal Year 2018-19. A total of \$1.6 million in RTIF was collected for RTIF eligible projects during the past fiscal year and the total amount of RTIF revenue collected passed the \$7 million mark. Staff has met recently with all seven RTIF working groups as part of the FY 2019-20 work plan to update revenue projections and confirm projects are eligible to be funded with RTIF revenues.

Updated Budget and Schedule for STA Office Building *

In 2017 and 2018, the STA Board formed a Building Oversight Committee, authorized STA staff to acquire the land and established an initial budget necessary for design of a new STA Office Building located on Main Street in downtown Suisun City within close proximity to the Suisun-Fairfield Amtrak Station and Transit Center. The two parcels for the office have been purchased, an extensive procurement process has been undertaken, and a design/built team selected. Based on submitted prices for construction for the new Office Building, staff has worked with the Building Oversight Committee to reduce the scope of the building and the overall cost for the Office Building. STA staff and the Building Oversight Committee are recommending the Board authorize a design and construction not to exceed amount of \$16.01 million and to enter into short-term financing to fund the new office building to be paid back with future Project Contingency Funds. Subject to approval by the STA Board, the updated project construction schedule has 100% building design and the project groundbreaking scheduled for May 2020 and the new office building scheduled to be completed by October – December 2021.

Approval of 2019 Congestion Management Plan for Solano County *

As the County Transportation Agency for transportation planning, project delivery and programs, STA also serves as the Congestion Management Agency for Solano County. Every two years, STA updates the CMP for Solano County consistent with regional guidelines developed by the Metropolitan Transportation Commission (MTC). STA staff and consultants have updated the CMP which was reviewed and recommended for approval by the STA TAC. Currently, the CMP focuses on level of service (LOS) assessments, but in the next CMP cycle, this will shift to Vehicle Miles Traveled (VMT) as required by the State of California.

Solano Commuter Strategic Plan and Incentives *

Over the past year, STA's Solano Mobility Program has explored and piloted various options to continue to incentivize Solano residents that commute to jobs within and outside of Solano County, and Solano County employees that travel to Solano County to work, to take alternative options such as transit, ridesharing, and biking and walking. Solano Mobility's Employer Outreach Coordinator, Katelyn Costa, has developed a Commuter Engagement Strategic Plan that combines these various programs targeted at commuters into a Strategic Plan that incorporates both marketing/public engagement, and program implementation.

Annual Reports for Solano Mobility Programs *

STA Solano Mobility staff (Debbie McQuilkin, Katelyn Costa, and Amy Antunano) have completed a number of annual reports covering the varied specific and integrated programs collectively called Solano Mobility. Annual reports have been provided for ADA In-Person Eligibility, Travel Training, Commuter Program, Intercity Taxi Card Services, Solano Mobility Call Center, Vanpool Program, and Bucks for Bikes.

STA Staff Update

STA recently hired Debora Harris to fill the vacant Accountant/Grants Coordinator position. Debora is a resident of the City of Vacaville and she is supervised by Susan Furtado, STA's Accounting/Administrative Services Manager. Tiffany Gephart, one of STA's part-time Safe Routes to School coordinator has accepted a position with consulting firm based in Contra Costa and her last day with STA was November 15th. STA is recruiting to fill this vacancy. Attached is a summary of countywide and regional meetings that I attended on behalf of STA during the month of October and November of 2019.

Attachments:

- A. Summary of Countywide and Regional Meetings
- B. STA Acronyms List of Transportation Terms

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**SUMMARY OF COUNTYWIDE AND REGIONAL MEETINGS
IN THE MONTH OF OCTOBER AND NOVEMBER 2019**

- October 2
 - Attended International Walk to School Day event at Nelda Mundy Elementary School in Fairfield
- October 3
 - Meeting with Fairfield interim City Manager Sean Quinn and Legal Counsel Bernadette Curry to discuss Solano Express Operating Agreement
- October 7
 - Attended Solano Express Intercity Working Group to discuss Solano Express service and funding
 - Meeting in Oakland with Caltrans District IV Director Tony Tavares to discuss various projects located in Solano County
- October 8
 - Board briefing with Vallejo Mayor Bob Sampayan
 - Board briefing with Benicia Mayor Elizabeth Patterson
 - Participated in conference call with SolTrans regarding SolTrans' RFP for transit services for Solano Express
- October 9
 - Attended MTC Programming and Allocations meeting in Oakland regarding SolHIP funding for Solano County
 - Attended Equity Working Group meeting to review guiding principles and draft Equity Chapter
 - Staffed STA Board meeting in Suisun City
- October 10
 - Attended North Bay Transit meeting in Vallejo
 - Presented at Solano 360 Committee meeting at County Building
- October 15
 - Presented at Solano EDC Legislative Advocacy Committee on Solano I-80 Managed Lanes project
- October 16
 - Attend MTC's Partnership Legislative Committee in San Francisco to review and discuss MTC's 2020 Legislative Platform
- October 18
 - Meeting with Assembly Member Aguiar-Curry staff in Sacramento with state lobbyists to discuss STA's 2020 Legislative Priorities
- October 21
 - Meeting with CTC's Susan Branson, Mitch Weiss, and SB 1 programs staff in Sacramento to discuss SB 1 funding for Solano I-80 Managed Lanes project
- October 22
 - Meeting with Suisun City Mayor Lori Wilson and City Manager Greg Folsom to discuss operations and maintenance for Train Depot and State Rail plans for Suisun City
 - Attended coordination with staff from FAST and STA regarding Solano Express service
 - Attended Solano Express Intercity Transit Funding Working Group meeting

- October 23 - Attended MTC Commission meeting in San Francisco
- October 24 - Meeting with County CAO Birgitta Corsello to discuss coordination issues.
- Participated in conference call with MTC planning staff to discuss PBA 2050 performance assessments for Solano County's larger projects
- Participated in conference call with City of Dixon planning and public works staff regarding their PDA designation
- October 25 - Attended Bay Area Partnership Board meeting in San Francisco
- Attend BACTA EDs lunch meeting in San Francisco
- October 28 - Participated in SolTrans coordination with GM Beth Kranda and staff.
- October 29 - Conference call with Vacaville City Manager Jeremy Craig on Solano HIP program funding
- October 30 - Conference call with Fairfield interim City Manager Sean Quinn on Solano HIP program funding
- Provided presentation to Vacaville Chamber of Commerce on Solano I-80 Managed Lanes project
- Chaired joint meeting of STA TAC and PDWG
- Board briefing for Vallejo Mayor Bob Sampayan
- October 31 - Meeting with Supervisor Jim Spring, County CAO Birgitta Corsello and Resource Management Agency Director to discuss Solano HIP
- Attended Executive Committee meeting
- Board briefing for Benicia Council Member Lionel Largaespada
- Board briefing for Rio Vista Mayor Ron Kott
- November 1 - Meeting with Amtrak/CCJPA Transit staff to discuss transition of riders to Blue Line
- Conference call with North Bay CTA EDS to discuss RM 3 Transit funding
- November 4 - Conference call with Rio Vista City Manager Robert Hickey to discuss STIP funds and SR 12 funding
- November 6 - Board briefing for Supervisor Erin Hannigan
- Meeting with SACOG Executive Director James Corless and Matt Carpenter in City of Davis to discuss I-80 Corridor strategy and Managed Lanes System
- Board briefing for Fairfield Mayor Harry Price
- Staffed Special Meeting of the STA Board
- November 7 - Attended SR 37 ESC meeting in Napa
- November 8 - Meeting with Cal STA staff in Stockton to discuss next round of TIRCP funding

- November 12
 - Presented at Fairfield/Suisun City Chamber of Commerce advocacy meeting on Solano I-80 Managed Lanes project
 - Attended STA Awards dress rehearsal with Chair Price
- November 13
 - Attended meeting with Suisun City Manager Greg Folsom and Planning and Public Works Directors on train depot small capital projects
 - Meeting with Fairfield interim City Manager Sean Quinn and Public Works Director on Jepson Parkway funding agreement
 - Attended 22nd annual STA awards in Fairfield
- November 14
 - Attended City County Coordinating Council ESC meeting in Dixon to discuss work tasks for 2020
 - Attended Solano EDC Board of Directors meeting in Dixon
- November 15
 - Moderated regional meeting for new Caltrans Director Adetokunbo “Toks” Omishakin with BACTA EDs and MTC Executive Director Therese McMillan in San Francisco
- November 18-19
 - Attended Focus on the Future conference in San Diego
- November 20
 - Meeting with SCWA ED – Roland Sanford to discuss coordination on transportation and water issues
 - Attend I-80 Corridor meeting with Public Works Directors from four cities on I-80 corridor
 - Chaired STA TAC meeting
 - Attended Solano Express marketing meeting with SolTrans Beth Kranda
- November 21
 - Attended Solano Planning Directors meeting
 - Provided SR 37 Corridor briefing for Mayor Sampayan and Supervisors Hannigan and Spering
 - Presented at SolTrans Board meeting on SR 37/Fairgrounds bus stops
- November 22
 - Attended Bay Area Planning Directors meeting in Oakland on resiliency
- November 25
 - Attended Solano Express Intercity Funding Working Group meeting
- November 26
 - Meeting with SolTrans Beth Kranda on coordination issues

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A		FEIR	Final Environmental Impact Report
AADT	Average Annual Daily Traffic	FHWA	Federal Highway Administration
ABAG	Association of Bay Area Governments	FPI	Freeway Performance Initiative
ACTC	Alameda County Transportation Commission	FTA	Federal Transit Administration
ADA	American Disabilities Act	G	
ADT	Average Daily Traffic	GARVEE	Grant Anticipating Revenue Vehicle
APDE	Advanced Project Development Element (STIP)	GHG	Greenhouse Gas
AQMD	Air Quality Management District	GIS	Geographic Information System
ARRA	American Recovery and Reinvestment Act	H	
ATP	Active Transportation Program	HIP	Housing Incentive Program
ATWG	Active Transportation Working Group	HOT	High Occupancy Toll
AVA	Abandoned Vehicle Abatement	HOV	High Occupancy Vehicle
B		HPMS	Highway Performance Monitoring System
BAAQMD	Bay Area Air Quality Management District	HSIP	Highway Safety Improvement Plan
BAC	Bicycle Advisory Committee	I	
BACTA	Bay Area Counties Transportation Agencies	INFRA	Infrastructure for Rebuilding America
BAIFA	Bay Area Infrastructure Financing Authority	ISTEA	Intermodal Surface Transportation Efficiency Act
BART	Bay Area Rapid Transit	ITIP	Interregional Transportation Improvement Program
BATA	Bay Area Toll Authority	ITS	Intelligent Transportation System
BCDC	Bay Conservation & Development Commission	J	
BUILD	Better Utilizing Investments to Leverage Development	JARC	Jobs Access Reverse Commute Program
C		JPA	Joint Powers Agreement
CAF	Clean Air Funds	L	
CalSTA	California State Transportation Agency	LATIP	Local Area Transportation Improvement Program
CALTRANS	California Department of Transportation	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CARB	California Air Resources Board	LEV	Low Emission Vehicle
CCAG	City-County Association of Governments (San Mateo)	LIFT	Low Income Flexible Transportation Program
CCCC (4'Cs)	City County Coordinating Council	LOS	Level of Service
CCCTA (3CTA)	Central Contra Costa Transit Authority	LS&R	Local Streets & Roads
CCJPA	Capitol Corridor Joint Powers Authority	LTR	Local Transportation Funds
CCTA	Contra Costa Transportation Authority	M	
CEC	California Energy Commission	MAP-21	Moving Ahead for Progress in the 21 st Century
CEQA	California Environmental Quality Act	MAZ	Micro Analysis Zone
CHP	California Highway Patrol	MIS	Major Investment Study
CIP	Capital Improvement Program	MLIP	Managed Lanes Implementation Plan
CMA	Congestion Management Agency	MOU	Memorandum of Understanding
CMIA	Corridor Mobility Improvement Account	MPO	Metropolitan Planning Organization
CMAQ	Congestion Mitigation & Air Quality Program	MTAC	Model Technical Advisory Committee
CMGC	Construction Manager/General Contractor	MTC	Metropolitan Transportation Commission
CMP	Congestion Management Plan	MTS	Metropolitan Transportation System
CNG	Compressed Natural Gas	N	
CPI	Consumer Price Index	NCTPA	Napa County Transportation & Planning Agency
CTA	California Transit Agency	NEPA	National Environmental Policy Act
CTC	California Transportation Commission	NHS	National Highway System
CTP	Comprehensive Transportation Plan	NOP	Notice of Preparation
CTSA	Consolidated Transportation Services Agency	NVTA	Napa Valley Transportation Authority
D		O	
DBE	Disadvantaged Business Enterprise	OBAG	One Bay Area Grant
DOT	Department of Transportation	OPR	Office of Planning and Research
E		OTS	Office of Traffic Safety
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	P	
EIR	Environmental Impact Report	PAC	Pedestrian Advisory Committee
EIS	Environmental Impact Statement	PCA	Priority Conservation Area
EPA	Environmental Protection Agency	PCC	Paratransit Coordinating Council
EV	Electric Vehicle	PCI	Pavement Condition Index
F		PCRP	Planning & Congestion Relief Program
FAST	Fairfield and Suisun Transit	PDS	Project Development Support
FAST Act	Fixing America's Surface Transportation Act	PDA	Priority Development Area
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.	PDT	Project Delivery Team
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies	PDWG	Project Delivery Working Group
		PMP	Pavement Management Program

PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	T	
PPM	Planning, Programming & Monitoring	TAC	Technical Advisory Committee
PPP (P3)	Public Private Partnership	TAM	Transportation Authority of Marin
PS&E	Plans, Specifications & Estimate	TANF	Temporary Assistance for Needy Families
PSR	Project Study Report	TAZ	Transportation Analysis Zone
PTA	Public Transportation Account	TCI	Transportation Capital Improvement
PTAC	Partnership Technical Advisory Committee (MTC)	TCIF	Trade Corridor Improvement Fund
R		TCM	Transportation Control Measure
RABA	Revenue Alignment Budget Authority	TCRP	Transportation Congestion Relief Program
REPEG	Regional Environmental Public Education Group	TDA	Transportation Development Act
RFP	Request for Proposal	TDM	Transportation Demand Management
RFQ	Request for Qualification	TE	Transportation Enhancement
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TEA	Transportation Enhancement Activity
RMRP	Road Maintenance and Rehabilitation Program	TEA-21	Transportation Efficiency Act for the 21 st Century
RORS	Routes of Regional Significance	TFCA	Transportation Funds for Clean Air
RPC	Regional Pedestrian Committee	TIF	Transportation Investment Fund
RRP	Regional Rideshare Program	TIGER	Transportation Investment Generating Economic Recovery
RTEP	Regional Transit Expansion Policy	TIP	Transportation Improvement Program
RTIF	Regional Transportation Impact Fee	TIRCP	Transit and Intercity Rail Capital Program
RTP	Regional Transportation Plan	TLC	Transportation for Livable Communities
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TMA	Transportation Management Association
RTIP	Regional Transportation Improvement Program	TMP	Transportation Management Plan
RTMC	Regional Transit Marketing Committee	TMS	Transportation Management System
RTPA	Regional Transportation Planning Agency	TMTAC	Transportation Management Technical Advisory Committee
S		TNC	Transportation Network Company
SACOG	Sacramento Area Council of Governments	TOD	Transportation Operations Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TOD	Transit Oriented Development
SATP	Solano Active Transportation Plan	TOS	Traffic Operation System
SCS	Sustainable Community Strategy	T-Plus	Transportation Planning and Land Use Solutions
SCTA	Sonoma County Transportation Authority	TRAC	Trails Advisory Committee
SFCTA	San Francisco County Transportation Authority	TSMO	Transportation System Management and Operations
SGC	Strategic Growth Council	U, V, W	
SJCOG	San Joaquin Council of Governments	UZA	Urbanized Area
SHOPP	State Highway Operations & Protection Program	USDOT	United States Department of Transportation
SMAQMD	Sacramento Metropolitan Air Quality Management District	VHD	Vehicle Hours of Delay
SMART	Sonoma Marin Area Rapid Transit	VMT	Vehicle Miles Traveled
SMART	Safety, Mobility and Automated Real-time	VTA	Valley Transportation Authority (Santa Clara)
SMCCAG	San Mateo City-County Association of Governments	W2W	Welfare to Work
SNABM	Solano-Napa Activity-Based Model	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	WETA	Water Emergency Transportation Authority
SoHip	Solano Highway Partnership	Y, Z	
SolTrans	Solano County Transit	YCTD	Yolo County Transit District
SOV	Single Occupant Vehicle	YSAQMD	Yolo/Solano Air Quality Management District
SPOT	Solano Projects Online Tracking	ZEV	Zero Emission Vehicle
SP&R	State Planning & Research		
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
S RTP	Short Range Transit Plan		
SSARP	Systemic Safety Analysis Report Program		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STBG	Federal Surface Transportation Block Grant Program		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
October 9, 2019

1. CALL TO ORDER

Chair Price called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Harry Price, Chair	City of Fairfield
Thom Bogue, Vice Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Ron Kott	City of Rio Vista
Lori Wilson	City of Suisun City
Ron Rowlett	City of Vacaville
Bob Sampayan	City of Vallejo
Jim Spering	County of Solano

MEMBERS

ABSENT:

None.

STAFF

PRESENT:

(In alphabetical order by last name.)

Janet Adams	Deputy Executive Director/Director of Projects
Bernadette Curry	Legal Counsel
Triana Crighton	Assistant Planner
Susan Furtado	Accounting and Administrative Services Manager
Ron Grassi	Director of Programs
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Vincent Ma	Marketing & Legislative Program Manager
Johanna Masiclat	Office Manager/Clerk of the Board
Lloyd Nadal	Program Svcs. Division Manager
Neil Quintanilla	Marketing Assistant
Brent Rosenwald	Planning Assistant
Mey Saecho	Accountant I
Brandon Thomson	Transit Mobility Coordinator

ALSO PRESENT: (In alphabetical order by last name.)

Greg Folsom	City of Suisun City
Matt Gleason	City of Vallejo
George Gwynn	Suisun City Resident
Beth Kranda	Solano County Transit (SolTrans)
Kevin Lally	Greenan, Pepper, Sallander & Lally LLP
Matt Medill	City of Suisun City
Jason Riley	County of Solano
William Tarbox	City of Benicia
Robin Thornton	Greenan, Pepper, Sallander & Lally LLP

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Vice Chair Thom Bogue, and a second by Board Member Sampayan, the STA Board approved the agenda to include an amendment on Agenda Item 10.B, 2020 Surface Transportation Improvement Program (STIP) Fund Programming for Projects. (6 Ayes – Absent: Board Member Patterson, Board Member Rowlett)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- 2020 State Transportation Improvement Program (STIP) Priorities
- I-80/I-680/SR 12 Interchange Project – Package 2A – Acquiring Property – Round 2
- Equity Principles and Equity Chapter
- Draft STA Legislative Platform for 2020
- Revised Congestion Management Plan for Solano County
- 22nd Annual STA Awards Program
- Cities Submit Priority Development Areas (PDAs) and Priority Production Areas (PPAs)
- County Submits Priority Conservation Areas (PCAs)
- Modification to Medical Trip Concierge Pilot Program with GoGo Grandparents
- SolTrans Request for STA to Administer Local Taxi Card Program
- TDA Claims for FY 2019-20 from Dixon, FAST and Rio Vista
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM CALTRANS

None presented.

8. STA PRESENTATIONS

A. STA's 22nd Annual Awards Nominations presented by Vincent Ma

B. Directors Reports:

1. **Planning** – None presented.
2. **Projects – Update on Vallejo’s York Street Improvement Project** presented by Janet Adams
3. **Programs – International Walk to School Day** presented by Lloyd Nadal

Board Member Ron Rowlett arrived at the meeting at 6:10 p.m..

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

On a motion by Board Member Sperring, and a second by Board Member Wilson, the STA Board approved Items A through K with the exception to pull Item G for clarifying question requested by Board Member Sperring. (7 Ayes, 1 Absent – Board Member Patterson)

A. Meeting Minutes of the STA Board Meeting of September 11, 2019

Recommendation:

Approve the Minutes of the STA Board Meeting of September 11, 2019.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 25, 2019

Recommendation:

Receive and file.

C. Local Taxi Card Solano County Transit (SolTrans) Program

Recommendation:

Approve the following:

1. STA to manage the SolTrans’ Local Taxi Scrip program contingent on the resolution of the issues raised by STA staff as identified; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to manage the Local Taxi Card Program and participation agreements with the local taxi providers.

D. Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs, City of Rio Vista and Faith In Action

Recommendation:

Support STA’s 5310 Grant Application for Older Adults and Individuals with Disabilities mobility programs which includes the Solano Mobility Call Center and Travel Training Program.

E. Medical Trip Concierge Pilot Program with GoGo Grandparent

Recommendation:

Approve the modifications to the Medical Trip Concierge Program with GoGo Grandparent as shown in Attachment C.

F. Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – October 2019 – City of Dixon (Readi-Ride), City of Rio Vista (Delta Breeze), and the City of Fairfield (FAST)

Recommendation:

Approve the October 2019 TDA Matrix for FY 2019-20 which includes the following:

1. TDA Claim for the City of Dixon (Dixon Read-Ride) (Attachment B);
2. TDA Claim for the City of Rio Vista (Delta Breeze) (Attachment B); and
3. TDA Claim for the City of Fairfield (FAST) (Attachment B).

G. Suisun City Train Depot Maintenance/Custodial Services Agreement

Recommendation:

Authorize the Executive Director to enter into a two-year agreement for \$80,000 with options to extend between STA and the City of Suisun City for a Facility Maintenance/Custodial Services for the Suisun City Train Depot.

Board Comment:

Board Member Sperring asked if structural repair is included in the maintenance agreement. Daryl Halls responded that the City of Suisun City would be responsible for that type of repair.

H. Regional Housing Needs Assessment (RHNA) Contract Amendment

Recommendation:

Approve the following:

1. \$5,500 financial contribution towards the new recommended scope as referenced in Attachment A;
2. Authorize the STA Executive Director to amend the contract with Placeworks to include the recommended scope of work for RHNA consultant services and budget of \$49,950; and
3. Authorize the STA Executive Director to enter into funding agreements with each city and County of Solano to fund the scope of work for the amended Placeworks contract.

I. Safe Routes to School – Contract with Bike City Theatre Company for SR2S Presentations for 2019-2020 School Year

Recommendation:

Authorize the Executive Director to enter into an agreement with Bike City Theatre Company for an amount not-to-exceed \$13,500 for up to 15 “Light the Way: A Bike Safety Musical” educational theatre shows across Solano County through June 30, 2020.

J. Resolution Authorizing the Executive Director to Sign Right-of-Way Contracts and Related Documents

Recommendation:

Approve STA Resolution No. 2019-11 authorizing the Executive Director sign all right-of-way related documents on behalf of the Solano Transportation Authority.

K. Resolution Agreeing that STA Board will Hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)

Recommendation:

Approve Resolution No. 2019-18 agreeing that STA Board will hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) in Solano County.

10. ACTION FINANCIAL ITEMS

A. **Conduct Public Hearing and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)**

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, for each of the following properties needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) as specified in Attachment B.

Janet Adams identified and summarized the list of properties needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A).

She noted that STA staff is seeking to have the Board open a public hearing for each property separately, and after closing each of the public hearings, it is recommended that the STA Board adopt the Resolution of Necessity to acquire the needed property by eminent domain. She also noted that the affected property owners have been notified of the content, time and place of the public hearing as required by law. She noted that the location of the hearing was not among the identified locations for PG&E planned Public Safety Power Shutoff (PSPS) and that there has been no power outage at the hearing location at the time designated for the hearing. She further noted that there have been several letters of objection that have been provided to the Board members in advance and copies are also in folders on the dais. She concluded by noting that all right-of-way acquisition costs for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) are funded with Bridge Toll funds already allocated to the Project.

Board Comments:

Board Members Kott and Spering asked clarification questions regarding the negotiation process prerequisite to the exercise of eminent domain. Janet Adams responded that there will be every effort made in the condemnation process to negotiate on an ongoing basis and will have informal and mandatory settlement meetings that will occur as of today and could potentially reach a settlement at any time with the property owners.

Vice Chair Bogue asked can any of the property owners go back to the STA Board and raise concerns related to their compensation settlements? Janet Adams responded that per the Government contract code, STA provides them up to \$5,000 for the property owner to obtain an independent property appraiser if they find a disagreement with STA's appraisal which provides them an opportunity to value a property through a certified appraiser.

At this time, Chair Price opened the public hearing for each property separately regarding the proposed condemnation actions.

Benson Investment, Inc. (Resolution of Necessity No. 2019-12)

Open Public Hearing: 6:25 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:26 p.m.

On a motion by Board Member Sampayan, and a second by Board Member Rowlett, the STA Board adopted the Resolution of Necessity No. 2019-12 by the following roll call vote:

AYES: Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Spering
NOES: None
ABSENT Patterson
ABSTAIN None

Cordelia Point, LLC (Resolution of Necessity No. 2019-13)

Open Public Hearing: 6:28 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:29 p.m.

On a motion by Board Member Sampayan, and a second by Board Member Rowlett, the STA Board adopted the Resolution of Necessity No. 2019-13 by the following roll call vote:

AYES: Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Spering
NOES: None
ABSENT Patterson
ABSTAIN None

Salem (Resolution of Necessity No. 2019-14)

Open Public Hearing: 6:31 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:32 p.m.

On a motion by Board Member Rowlett, and a second by Board Member Wilson, the STA Board adopted the Resolution of Necessity No. 2019-14 by the following roll call vote:

AYES: Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Spering
NOES: None
ABSENT Patterson
ABSTAIN None

Scherner (Resolution of Necessity No. 2019-15)

Open Public Hearing: 6:34 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:35 p.m.

On a motion by Board Member Rowlett, and a second by Board Member Sampayan, the STA Board adopted the Resolution of Necessity No. 2019-15 by the following roll call vote:

AYES: Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Spering
NOES: None
ABSENT Patterson
ABSTAIN None

Store Spe Ashley Ca, LLC (Resolution of Necessity No. 2019-16)

Open Public Hearing: 6:37 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:38 p.m.

Board Comments:

Several Board Members addressed concerns regarding the specific objections and facts raised in the proposed taking of the Ashley Store. The first concern raised was the permanent loss of the 47 parking spaces and the impact it may have on the business. Kevin Lally, outside Counsel to the STA on the I-80/I-680-SR 12 Interchange Project, responded and explained that the appraiser looked at the minimum parking requirements with the City of Fairfield and determined that the store has more than the necessary city minimum parking spaces requirement even after the acquisition of the parking spaces along the existing freeway frontage.

Board Member Sperring asked Mr. Lally what would happen if they lose 50% of their business after the acquisition. Mr. Lally responded and clarified that the tenant cannot claim for loss of business attributed by the project until the acquisition of the property from the property owner has taken place.

Vice Chair Bogue and Board Member Sampayan suggested conducting a “car count” on a regular basis that would provide hard stats and verify the activity of the business. Mr. Lally responded that their appraiser took into account several pictures provided by Google Earth which showed that the parking lot was not being utilized or occupied by significant amount of cars on a continued basis. Janet Adams stated STA would do the car counts to document current conditions.

With regards to the written objections (dated October 9, 2019) submitted by Mr. Krolikowski, Board Member Wilson asked if any of the 5 items addressed in the letter preclude us from proceeding in the adoption of the Resolution of Necessity. STA Legal Counsel Bernadette Curry responded no and reiterated the 4 requirements that must be met in order to adopt a resolution of necessity and responded to the five allegations, stating 1) that an offer had been made in accordance with the requirements; 2) that STA staff had been working since July to attempt to acquire the property through negotiation; 3) the Board was capable of conducting a fair and impartial hearing; 4) that Project’s environmental clearance was still valid, and 5) that the project has been planned in such a manner that it will be most compatible with the greatest public good and the least private injury such that the location is directly adjacent to the existing freeway on-ramp.

Board Member Wilson asked if the property owner has ever requested for the \$5,000 funding offered to them for an independent appraiser? Janet Adams responded not at this time.

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board adopted the Resolution of Necessity No. 2019-16 by the following roll call vote:

AYES:	Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Sperring
NOES:	None
ABSENT	Patterson
ABSTAIN	None

Plaza Court Properties, LLC (Resolution of Necessity No. 2019-17)

Open Public Hearing: 6:25 p.m.

No member of the public came forward to address the STA Board.

Closed Public Hearing: 6:26 p.m.

On a motion by Board Member Sampayan, and a second by Board Member Rowlett, the STA Board adopted the Resolution of Necessity No. 2019-17 by the following roll call vote:

AYES: Wilson, Rowlett, Price, Bogue, Kott, Sampayan, Spering
NOES: None
ABSENT Patterson
ABSTAIN None

B. AMENDED - 2020 Surface Transportation Improvement Program (STIP) Fund Programming for Projects

Janet Adams identified each of the Solano County projects being programmed for STIP funding in 2020. She presented them as listed in the recommendation which included an amendment as noted below in ***bold italics***.

Board/Public Comments:

None presented.

Recommendation:

Approve the programming of the 2020 STIP for Solano County as follows:

1. \$5 million for Construction Phase of the SR 37/Fairgrounds Dr. Interchange Project for FY 2021-22;
2. \$3 million for Construction Phase of Segment 2C of the Jepson Pkwy Project for FY 2024-25 (City of Fairfield);
3. \$1 million for Construction Phase of the SR 12 Project Downtown Rio Vista Complete Streets Project for FY 2023-24; and
4. \$152,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2023-24 through 2024-25.
5. ***\$98,000 for Construction Phase of Vine Trail in Napa from Calistoga to St. Helena***

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board approved the recommendation as amended shown above in ***bold italics***. (7 Ayes, 1 absent-Board Member Patterson)

C. Jepson Parkway Project Phase 2C – City of Fairfield Funding Agreement Approval

Janet Adams explained the funding options to the fund Phase 2C of the Jepson Parkway Project. She noted that the STA will work with the City of Fairfield to apply for a federal grant run by the Federal Highway Administration (FHWA) to match the STIP funds, and should the City not be successful in obtaining the grant, then the City will commit Regional Traffic Impact Fees (RTIF) to fully fund the construction. She concluded by noting that the regional STIP (\$3 million) will be committed by STA as part of the funding agreement.

Board/Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to enter into a funding agreement with City of Fairfield for Phase 2C Jepson Parkway Funding Agreement as outlined in Attachment B.

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board approved the recommendation. (7 Ayes, 1 Absent – Board Member Patterson)

D. State Route (SR) 12 Rio Vista Highway Enhancements Funding Agreement

Janet Adams presented staff's recommendation to program \$1 million STIP funds for the City's SR 12 highway enhancements. She noted that staff is also recommending that the STIP funding be contingent on the Rio Vista City Council approving their local contribution amount and commitment to enter into a maintenance agreement with Caltrans once the improvements are completed.

Board/Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to enter into an agreement with Caltrans and City of Rio Vista for the contribution of \$2.939 million of STIP funding for the SR 12 Project, contingent on the City of Rio Vista committing \$400,000 of local funding and entering into a maintenance agreement with Caltrans for the enhancements.

On a motion by Board Member Rowlett, and a second by Board Member Kott, the STA Board approved the recommendation. (7 Ayes, 1 Absent – Board Member Patterson)

11. ACTION – NON FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Equity Chapter – Final Transportation Equity Guiding Principles

Board Member Wilson presented the Final Transportation Equity Guiding Principles. She outlined and cited the amendments made to the Guiding Principles by the Working Group that met at an earlier meeting on October 9, 2019.

With no further discussion, the STA Board concurred with the amendments noted by Board Member Wilson.

Board/Public Comments:

None presented.

Board Member Patterson arrived at the meeting at 6:40 p.m.

Recommendation:

Approve the final Transportation Equity Guiding Principles as shown in Attachment A.

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board approved the recommendation as amended. (8 Ayes)

B. Legislative Update and Draft Legislative Platform for 2020

Vincent Ma cited that STA's legislative activities is centered on securing competitive SB1 funding for the Solano I-80 Express/HOV Lanes project. Once the Regional Measure 3 (RM3) lawsuit has cleared and funds are released. He added that staff will also move forward with the next phase of the I-80/I-680/SR12 Interchange Project and the I-80 Westbound Truck Scales Project. He also noted that once the Legislative Platform is approved by the Board in December, staff will schedule meetings in Sacramento with legislative staff to discuss STA's 2020 project and funding priorities.

Board/Public Comments:

Board Member Patterson commented that the new Caltrans Director provided clarifying language on a recent press release which stated that SB1 is as it is and is protected in the constitutional amendment that was passed by the voters.

Recommendation:

Release the STA's Draft 2020 Legislative Platform for 30-day review and comment.

On a motion by Board Member Rowlett, and a second by Board Member Kott, the STA Board approved the recommendation. (8 Ayes)

C. 2019 Solano Congestion Management Program (CMP) Update

Robert Guerrero presented the Draft 2019 Solano CMP. He noted that the CMP focused on level of service (LOS) assessments, and that in the next CMP cycle, this will shift to Vehicle Miles Traveled (VMT) as required by the State of California. He added that stating that which is due to be submitted as a draft to MTC by October 31st, 2019.

Board/Public Comments:

Board Member Patterson asked staff to expand on the term "predetermined" and why staff wants to take a relook at that. Robert Guerrero responded that STA is required to evaluate vehicle miles traveled as opposed to a level of service standard in the next CMP.

Recommendation:

Approve the following:

1. Release of the Draft Solano County Congestion Management Plan (CMP) for public review with a deadline for comment by November 13, 2019; and
2. Authorize transmittal of the Draft Solano County CMP to MTC.

On a motion by Board Member Sampayan, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

12. INFORMATIONAL – NO DISCUSSION

A. Highway Projects Update

B. Abandoned Vehicle Abatement (AVA) Program 4th Quarter

C. Summary of Funding Opportunities

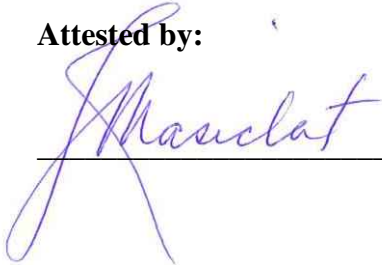
D. 2019 STA Board and Advisory Committee Meeting Schedule

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was adjourned at 7:14 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, October 9, 2019**, Suisun Council Chambers.

Attested by:



Johanna Masielat, STA Clerk of the Board



SOLANO TRANSPORTATION AUTHORITY
Special Board Minutes for Meeting of
November 6, 2019

1. CALL TO ORDER

Chair Price called the Special Board Meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Harry Price, Chair	City of Fairfield
Thom Bogue, Vice Chair	City of Dixon
Lionel Lagaerspada (Alternate)	City of Benicia
Ron Kott	City of Rio Vista
Lori Wilson (Arrived after Item 5.B)	City of Suisun City
Ron Rowlett	City of Vacaville
Bob Sampayan	City of Vallejo
Erin Hannigan (Alternate)	County of Solano

MEMBERS

ABSENT:

Elizabeth Patterson	City of Benicia
Jim Spering	County of Solano

**STA STAFF/
OTHERS**

PRESENT:

(In alphabetical order by last name.)

Janet Adams	STA Deputy Executive Director/Director of Projects
Jack Batchelor	District Rep. for Congressman John Garamendi
Triana Crighton	STA Assistant Planner
Bernadette Curry	STA Legal Counsel
Matt Gleason	City of Vallejo
Ron Grassi	STA Director of Programs
Robert Guerrero	STA Director of Planning
Daryl Halls	STA Executive Director
Todd Hansen	Daily Republic
Beth Kranda	Solano County Transit (SolTrans)
Vincent Ma	STA Marketing and Legislative Program Manager
Johanna Masielat	STA Office Manager/Clerk of the Board
Beth Schoenberger	City of Vallejo
William Tarbox	City of Benicia
Brandon Thomson	STA Transit Mobility Coordinator

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board approved the agenda. (7 Ayes, 1 Absent – Board Member Wilson)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. ACTION FINANCIAL ITEMS

A. Bid Protest Recommendation for the Vallejo Transit Center – York Street Improvements Project

Janet Adams requested the STA Board to accept staff's recommendation to reject FBD Vanguard Construction Inc.'s protest and awarding STA Contract No. 20191 – VTC York Street Improvements Project (Re-Bid) to O.C. Jones & Sons, Inc. Details of the Bid Protest, Evaluation Checklist and the tabulation of all bids are attached.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Accept staff's recommendation to reject FBD Vanguard Construction Inc.'s bid protest and award the York Street Improvement Project to O.C. Jones & Sons, Inc.; and
2. Authorize the Executive Director to execute a contract with O.C. Jones & Sons, Inc., and any relevant documentation for the purpose of completing the construction project, subject to Legal Counsel approval.

On a motion by Board Member Rowlett, and a second by Vice Chair Bogue, the STA Board approved the recommendation. (7 Ayes, 1 Absent – Board Member Wilson)

B. Re-Programming and Advancing 2020 Surface Transportation Improvement Program (STIP)

Janet Adams explained the request for concurrence from MTC for the advancement of Solano County's Regional Transportation Improvement Program (RTI) funds to provide local match funds in support of an application to the SB1 Solutions for Congested Corridors Program. She noted that the proposed improvements will extend through the cities of Fairfield and Vacaville from post mile (PM) 10.4 to PM 30.2. She commented that the project also supports planned improvements to Solano Express regional bus service, which provides connections to the Bay Area Rapid Transit (BART) District, the San Francisco (SF) Bay Ferry, and the National Railroad Passenger Corporation (Amtrak) Capitol Corridor intercity rail line, as well as STA's plans to electrify 13 buses in its long-haul fleet. The project will also allow for better transit and HOV utilization by providing reliable travel times for express and intercity bus, carpool, and vanpool users. She concluded by noting that the action taken by the STA Board will send a strong message that this committing of new programming capacity and advancing future RTIP funds to this project shows how important this project is to the vitality of Solano County and the northern California mega region.

Board/Public Comments:

Board Member Sampayan raised concerns regarding the future construction phase of the 80/680/12 project that would potentially affect the City of Vallejo's waterline, including the SR 37/Fairgrounds Dr. Interchange Project. Alternate Board Member Lagaerspada echoed the same concerns as Board Member Sampayan. He requested the STA to keep both cities informed and involved in any decisions pertaining to their waterlines and future phases of the I-80/I-680/SR-12 Interchange project.

Recommendation:

Approve the programming of the 2020 STIP for Solano County as follows:

1. Reaffirm \$5 million for Construction Phase of the SR 37/Fairgrounds Dr. Interchange Project for FY 2021-22;
2. Reaffirm \$152,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2023-24 through 2024-25;
3. Reaffirm \$98,000 for Construction Phase of Vine Trail in Napa from Calistoga to St. Helena;
4. Reprogram \$4 million for Construction Phase of Solano I-80 Managed Lanes Project FY 2021-22 (Caltrans);
5. Advance \$30M in Advanced STIP Shares for Construction Phase of Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor); and
6. Approve Resolutions of Local Support for SR37/Fairgrounds Dr. Interchange Project & Solano I-80 Managed Lanes Project in Fairfield and Vacaville.

On a motion by Board Member Sampayan, and a second by Alternate Board Member Lagaerspada, the STA Board approved the recommendation. (7 Ayes, 1 Absent- Board Member Wilson)

C. FASTER Eligible Projects

Daryl Halls distributed and presented the initial list of FASTER Bay Area eligible projects from the STA that would serve as a placeholder while the regional discussions and process continues to evolve. He commented that STA staff is seeking direction from the STA Board regarding submitting an initial draft list of projects/programs that would significantly benefit Solano County's residents, its businesses and specifically its regional and local transportation systems. He specified that staff is not recommending the Board take a position of support or oppose of the FASTER Bay Area proposal, but specifically authorize staff to submit an initial list of Solano County priorities to be included in any consideration of a regional transportation measure proposed to improve and expand the region's transit system based on the parameters/initial objectives outlined by the FASTER proponents.

Board Member Wilson arrived at the meeting at 6:15 p.m.

Board/Public Comments:

After discussion, the following projects were added to the FASTER Bay Area Eligible Projects list:

1. On a motion by Vice Chair Bogue, and a second by Board Member Wilson, the STA Board unanimously approved adding new train stations in the Cities of Dixon and Vallejo to the FASTER Eligible Projects list.
2. On a motion by Chair Price, and a second by Vice Chair Bogue, the STA Board unanimously approved adding the I-80 Freight Corridor to the FASTER Eligible Projects list.

Recommendation:

Approve the following:

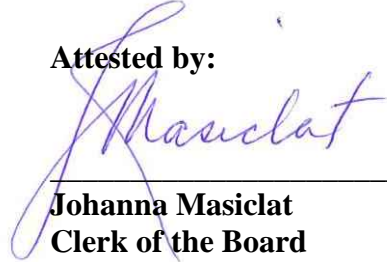
1. Provide Policy Direction to the STA staff regarding a draft list of FASTER Bay Area projects and programs benefitting Solano County; and
2. Authorize the Executive Director to submit a draft list of FASTER Bay Area projects and programs benefitting Solano County for consideration by the State Legislature.

By consensus, the STA Board approved the recommendation. (8 Ayes)

6. ADJOURNMENT

The meeting was adjourned at 5:48 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, December 11, 2019**, Suisun Council Chambers.

Attested by:



Johanna Masiclat
Clerk of the Board



Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
November 20, 2019

1. CALL TO ORDER

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

TAC Members

Present:

Noue Vue for William Tarbox	City of Benicia
Joe Leach	City of Dixon
Ryan Panganiban for Paul Kaushal	City of Fairfield
Matt Medill	City of Suisun City
Tracy Rideout for Shawn Cunningham	City of Vacaville
Terrance Davis	City of Vallejo
Matt Tuggle	County of Solano

TAC Members

Absent:

William Tarbox	City of Benicia
Paul Kaushal	City of Fairfield
Robin Borre	City of Rio Vista
Shawn Cunningham	City of Vacaville

STA Staff and

Others Present:

<i>(In Alphabetical Order by Last Name)</i>	
Anthony Adams	STA
Janet Adams	STA
Amy Antunano	Solano Mobility
Karin Bloesch	Safe Routes to School
Katelyn Costa	Solano Mobility
Ron Grassi	STA
Robert Guerrero	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans
Neil Quintanilla	STA
Brent Rosenwald	STA

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the agenda. (6 Ayes) – Absent Rio Vista and City of Vacaville

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Tracy Rideout arrived at the meeting.

Staff reported on the following:

1. Anthony Adams distributed and reported on the 2020 proposed SHOPP project list for Solano County to be approved by the CTC in the Spring of 2020.
2. Daryl Halls presented and provided an overview of the Regional Transit Services in Solano County.

5. CONSENT CALENDAR

On a motion Matt Tuggle, and a second by Joe Leach, the STA TAC approved Items A through E. (7 Ayes) – Absent Rio Vista

A. Minutes of the TAC Meeting of September 25, 2019

Recommendation:

Approve TAC Meeting Minutes of September 25, 2019.

B. Employer/Commuter Incentive Program – Commuter Engagement Strategic Plan

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Commuter Engagement Strategic Plan and Incentives for FY 2020-21.

C. Emergency Ride Home (ERH) Program Fiscal Year (FY) 2018-19 Annual Update and Modification of the Program to Guaranteed Ride Home Program

Recommendation:

Forward a recommendation to the STA Board for the following:

1. Receive Emergency Ride Home FY 2018-19 Annual Update as shown in Attachment A;
2. Modify Emergency Ride Home Program, to “Guarantee Ride Home” Program; and
3. Approve the new Guarantee Ride Home Program Guidelines as shown in Attachment B.

D. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) County Program Manager Funds – Change in Allocation for Fiscal Year (FY) 2019-20 Projects

Recommendation:

Forward a recommendation to the STA Board to approve the changes in allocation for \$120,000 of TFCA funds for FY 2019-20 as follows:

1. Deprogram \$120,000 for Travis Air Force Base EV Chargers;
2. Program \$80,000 to the Solano Mobility Program; and
3. Program \$40,000 to the Solano EV Implementation Program.

E. Solano Safe Routes to School (SR2S) Program Annual Report for FY 2018-19

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report for FY 2018-19 as shown in Attachment A.

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) 6th Annual Report

Anthony Adams provided an update to the Nexus Study for the County's Public Facilities Fee (PFF). He indicated that as part of the update, a recommendation was made by the County to increase the amount collected from \$1,500 to \$2,500 for each Dwelling Unit Equivalent (DUE), which would increase to over \$2M per year. He also identified the new project being included in the Nexus Study, which includes Sunset Ave. Railroad Crossing (Suisun City), Airport Rd (Rio Vista), West Texas Gateway (Fairfield), Parkway Blvd Overcrossing, Pedrick Road, and West A St Undercrossing (Dixon).

Recommendation:

Forward a recommendation to the STA Board to approve the 6th Annual Solano Regional Transportation Impact Fee (RTIF) Report as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

7. ACTION NON FINANCIAL ITEMS

A. STA's 2020 Legislative Platform and Legislative Update

Daryl Halls reviewed and outlined the comments received from STA's projects and programs staff and from the City of Vallejo during the public comment period of the STA's 2020 Legislative Platform. He noted that after approval by the TAC, staff recommends forwarding the Legislative Platform to the STA Board for their final approval at their meeting on December 11, 2019.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2020 Legislative Platform with recommended amendments as shown in Attachment D.

On a motion by Matt Medill, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

B. 2019 Solano Congestion Management Program (CMP) Update

Robert Guerrero reviewed the responses received during the public comment period after Board approval on October 9, 2019. He requested the TAC to review the comments and recommend the final draft for Board approval at their December 11, 2019 meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the final Transportation Equity Guiding Principles as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

C. Release of the Draft Comprehensive Transportation Plan (CTP) Equity Chapter for Public Comment

Robert Guerrero commented that at the Equity Working Group's meeting on October 9, 2019, members provided additional comments to the draft and that the draft has been updated to reflect the comments of the Equity Chapter. He cited that staff is recommending to forward the final Transportation Equity Guiding Principles to the STA Board for their approval at their meeting in December.

Recommendation:

Forward a recommendation to the STA Board to approve the final Transportation Equity Guiding Principles as shown in Attachment A.

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

8. INFORMATIONAL ITEMS – NO DISCUSSION

C. Abandoned Vehicle Abatement (AVA) Program

D. Summary of Funding Opportunities

E. Draft Meeting Minutes of STA Board & Advisory Committees

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2019

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:10 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, December 18, 2019.**



DATE: December 1, 2019
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2018-19 Fourth Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In May 2019, the STA Board was presented with the Third Quarter Budget Report for FY 2018-19. Subsequently, in June 2019, the STA Board adopted modifications to the FY 2018-19 budget as part of the approval of the Final Year Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2018-19 Fourth Quarter reflects the overall STA program administration and operations expenditure at \$12,446,137 (50%) of the budget with total revenue received at \$14,264,542 (57%) of budget projections.

Revenues:

Revenues received during the Fourth Quarter of the Fiscal Year primarily consist of quarterly reimbursement requests and annual advances of funds. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2019. The revenue budget highlights are as follows:

1. The One Bay Area Grant (OBAG) 2 for its second year funding in FY 2018-19 received the amount of \$1,137,848 for planning and programming of programs, such as the Local Streets and Roads Annual Report, Model Development and Maintenance, the Comprehensive Transportation Plan (CTP), the Countywide Active Transportation Plan (ATP), and the Water Transportation Plan.
2. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4/8 the amount of \$555,238 for planning and programming, TDA Article 3 the amount of \$132,952 for the Countywide Active Transportation Plan (ATP), and the amount \$593,656 for Article 4.5 for various programs, such as the Solano Intercity Taxi/Paratransit Program and the Safe Routes to School (SR2S) Program. This amount also includes the funding for the transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years and older in the amount of \$45,000. The TDA Article 4.5 funding in the amount of \$577,822 for the Solano Intercity Taxi Program will be returned to MTC, and will be reclaimed and reprogrammed in FY 2019-20 for the continuation of the Solano Intercity Taxi Paratransit Program.
3. The State Transit Assistance Fund (STAF) allocation in transit planning activities for FY 2018-19 in the amount of \$2,876,433 was received for various Mobility and Transit Programs of which \$1,413,952 will be returned to MTC, and will be reclaimed and reprogrammed in FY 2019-20 for the continuation of these mobility and transit programs and studies. In addition, the STAF capital project allocation was received in the amount of \$270,803 for the Solano Express bus shelters project.

4. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds in the amount of \$212,863 was received for the administration and management of various programs, such as the SR 37 Improvement Project, the Solano Project Online Tracker (SPOT), and the Local Streets and Roads Annual Report.
5. The Abandoned Vehicle Abatement (AVA) Program received total funds in the amount of \$420,982 for the fiscal year, which includes the amount of \$12,629 for Administration. Expenditure reimbursements made to member agencies in the amount of \$408,352 fully expended the total program funds and there were no carry over funds into FY 2019-20.
6. The Highway Safety Improvement Program (HSIP) funding for the Systematic Safety Analysis Report Program received the amount of \$46,445. This program is completed and final report was submitted.
7. The Active Transportation Program (ATP) funding received the amount of \$185,660 for the Safe Routes to School Program (SR2S).
8. The California Office of Traffic Safety (OTS) funding was received in the amount of \$172,128 for the Safe Routes to School Program and the Collisions Data Collection study. The SR2S Program remaining funds are available through September 2019.
9. The Federal Transit Administration (FTA) 5310 funding was received in the amount of \$309,605 for the One Stop Transportation Call Center and the Countywide Travel Training/Transit Ambassador Program.
10. The Regional Measure (RM) 2 funds received in the amount of \$1,198,445 for the fiscal year, which includes the amount of \$110,820 for administration cost were received for the different RM 2 projects: I-80/I-680/ SR 12 Interchange Project, I-80 Express Lanes; and the North Connector East Project Mitigation.
11. The Regional Transportation Impact Fee (RTIF) Program received the total amount of \$1,641,112 for the fiscal year, which includes the amount of \$32,816 (2%) for program administration. The total amount of \$363,427 was disbursed to various RTIF Districts' approved projects.
12. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue of \$89,236 for the fiscal year.
13. The scheduled Project loan repayments from the Cities of Benicia, for waterline relocation, the City of Fairfield for the Green Valley Interchange, and the City of Vacaville for the Jepson Parkway projects in the amount of \$1,473,303 was received, which includes the repayment for the TDA funding repayment (\$314,913) for the Solano Express bus replacement funds. These amounts received from the Project loan repayment were recorded to the Project Contingency Reserve Fund (PCRF) for future projects and studies not funded by any available funding sources. However, the loan repayment from the City of Vacaville in the amount of \$520,105 was used to cover expenditures for the fiscal year expenditures of the Jepson Project. The City of Fairfield's total loan repayment for the Solano Express bus replacement was issued to Soltrans in the amount of \$1,259,653 for Solano Express bus replacement.
14. STA has received interest revenue for the total amount of \$187,433 from fund investment and bank interest as a result of the cash account and cash flow from July 2018 through June 2019 in both the City of Vacaville and the STA's Bank of the West accounts.

Expenditures:

STA's projects and programs expenditures are within budget projections.

1. **STA's Operation and Administration is at \$1,827,224 (94%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections.

The total contribution to the Contingency Reserve Account (Attachment B) as of June 30, 2019 is \$5,617,403, which includes the \$300,000 Self Insurance Reserve (SIR) and the Project Contingency Reserve Fund (PCRF) in the amount of \$4,042,007. Beginning FY 2018-19, the STA PCRF funds are used to cover the initial cost of the STA's new office building project. The amount of \$1,167,176 was expensed for the purchase of the property, environmental and feasibility study, and project management. The new office building is anticipated to start construction in spring of 2020.

2. **Programs for Mobility and Transit is at \$4,655,636 (65%) of budget.** The Transit and Rideshare Services Program activities in FY 2018-19 are within the budget expenditure projections. Unexpended funds for the ongoing activities such as the Employer Program, Solano Express Marketing, Transit Management, Community Based Transportation Plan (CBTP), Suisun/Fairfield Amtrak Operation/Maintenance, Solano Intercity Taxi/Paratransit Program, the Consolidated Transportation Services Agency (CTSA)/Mobility Management Program, and the One Stop Transportation Call Center Program are carried over into the next fiscal year for the continuation of program activities. The Intercity Taxi/Paratransit Program and the passed through funding for the Faith in Action, and Vehicle Share/Medical Transport Program are ongoing program activities.

The Safe Routes to School (SR2S) Program is within the projected budget. The program shows over expenditure due to the budget for the California Office of Traffic Safety (OTS) grant that consultants and program supplies needed to be expended for the SR2S Program activities – Enforcement, Education, and Encouragement. The expenditures are fully funded by its multi-program funds, which includes the fund from the Active Transportation Plan (ATP), and the One Bay Area Grant (OBAG) 2.

3. **Project Development is at \$4,719,127 (33%) of budget.** The projects funded by RM2 for environmental studies and initial construction projects are ongoing and are reflective of the budget expenditures. The I-80/I-680/SR 12 Interchange Project construction phase is ongoing and is on a reimbursement basis, including the mitigation and right of way activities. The North Connector Project is still in its final closeout phase for mitigation site activities. The I-80 Managed Lanes Project design work is ongoing with the Project Approval/Environmental Document (PA/ED) phase work completed. The Jepson Parkway Project is in its final phase of its right of way activities and expenditures for the project is funded by the Regional Transportation Impact Fee (RTIF) and the loan repayment from the City of Vacaville.
4. **Strategic Planning is at \$1,244,150 (82%) of budget.** The Model Development and Maintenance, the Countywide ATP, and the Electric Vehicle (EV) Readiness project are ongoing with unexpended allocated funds being carried over to FY 2019-20 for the continuation of the planning efforts.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2018-19 budgets. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revision scheduled for January 2020. The total revenue of \$14.3 million and expenditure of \$12.45 million for the year ending June 30, 2019 is consistent with the projected FY 2018-19 budgets.

Public Agency Retirement System (PARS) Funds:

STA has a Defined Benefit Plan with PARS that went into effect on July 1, 2011. In conformance with the Pension Reform Provisions, The California Public Employees' Pension Reform Act of 2013 (PEPRA), this retirement plan is closed to STA staff hired after January 1, 2013. As of June 30, 2019, STA's plan has five (5) active participants and six (6) retirees. The PARS Plan account balance as of June 30, 2019 is \$920,386 with a Plan retiree distribution for the fiscal year in the amount of \$34,213. The Plan has a projected annual return of 7%, for FY 2018-19 the Plan had an actual investment return of 6.16% (Attachment C).

The total revenue and expenditure for the Fourth Quarter is consistent with the projected FY 2018-19 budgets.

Fiscal Impact:

The Fourth Quarter Budget for FY 2018-19 is within budget projections for the Revenue received of \$14,264,542 (57%) and Expenditures of \$12,446,137 (50%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2018-19 Fourth Quarter Budget Report
- B. STA Contingency Reserve Account Balances
- C. STA PARS Annual Statement June 30, 2019
- D. STA FY 2019-20 Budget and Fiscal Reporting Calendar

REVENUES				EXPENDITURES			
STA Fund	FY 18-19 Budget	Actual Revenue	%	Operations & Administration	FY 18-19 Budget	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,779,555	1,777,566	100%
Members Contribution/Gas Tax	150,497	150,497	100%	STA Board of Directors/Administration	60,900	49,658	82%
Transportation Dev. Act (TDA) Art. 4/8	555,238	555,238	100%	Expenditure Plan	50,000		0%
TDA Article 3	236,948	132,952	56%	Contributions to STA Reserve Account	50,000		0%
TDA Article 4/4.5	1,123,384	593,656	53%	Subtotal	\$1,940,455	\$1,827,224	94%
One Bay Area Grant 2 (OBAG 2):Planning/Programming	1,192,972	1,137,848	95%	Programs			
One Bay Area Grant 2 (OBAG 2): Programs	170,348	138,069	81%	Programs Management & Administration	206,766	195,174	94%
One Bay Area Grant 1 (OBAG 1): Programs	367,250	456,147	124%	Employer Program	496,876	329,733	66%
MTC - Community Based Transportation Plan (CBTP)	95,000	29,758	31%	Solano Express Marketing	308,500	168,244	55%
Active Transportation Program (ATP)	141,245	185,660	131%	Transit Management Administration	160,617	77,641	48%
Countywide Active Transportation Program (ATP)	207,213	219,687	106%	Community Based Transportation Plan (CBTP)	195,000	29,758	15%
STIP Planning, Programming and Monitoring (PPM)	189,423	212,863	112%	Transit Corridor Implementation/Solano Express	267,048	108,097	40%
Transit & Intercity Rail Capital Program (TIRCP)	3,950,000	827,649	21%	Rideshare Services - NVTA	133,070	11,539	9%
RM 2 - Admin Revenue	109,374	110,820	101%	Lifeline Program	16,000	9,517	59%
Highway Safety Improvement Program (HSIP)	78,081	46,445	59%	Transit Ridership Survey	150,000	122,663	82%
Transportation for Clean Air (TFCA)	535,748	308,034	57%	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	12,899	13%
Yolo/Solano Air Quality Management District (YSAQMD)	83,508	88,648	106%	Safe Route to School Program (SR2S)	559,535	617,207	110%
TFCA - NVTA	133,070	11,540	9%	SR2S Safety Project	60,138	40,767	68%
FTA 5310	324,250	309,605	95%	Paratransit Coordinating Council (PCC)	25,000	11,607	46%
State Transit Assistance Fund (STAF)	2,887,461	1,882,765	65%	Solano Intercity Taxi Scrip/Paratransit Program	1,214,836	453,252	37%
California Office of Traffic Safety (OTS)	186,477	172,128	92%	ADA in Person Eligibility Program	300,681	157,165	52%
Abandoned Vehicle Abatement (AVA) Program/DMV	12,000	12,629	105%	CTSA/Mobility Management Program	131,765	63,433	48%
Local Funds - Cities/County	1,592,253	1,894,978	119%	Countywide Travel Training/Transit Ambassador Program	253,954	210,473	83%
Taxi Scrip Fare box Revenue	150,000	89,236	59%	One Stop Transportation Call Center Program	315,427	212,400	67%
Partners/Sponsors	366,700	54,796	15%	Solano Senior & People with Disabilities Plan	113,993	117,186	103%
Interest		103,309	0%	Implementation/Committee			
Subtotal	\$14,888,440	\$9,774,923	66%	Transit Coordination/Programs	1,832,997	1,535,510	84%
STA Office Building - Capital				Vehicle Share/Medical Transport Program	300,000	171,371	57%
Local Fund - Cities/County	3,500,000	634,201	18%	Subtotal	\$7,142,203	\$4,655,636	65%
Interest		54,281	0%	Project Development			
Subtotal	\$3,500,000	\$688,482	20%	Project Management/Administration	127,613	123,383	97%
Transportation Funds for Clean Air (TFCA) Program				SR 37 Improvement Project	98,225	98,606	100%
Transportation for Clean Air (TFCA)	362,612	345,938	95%	Road Safety Analysis	80,292	78,381	98%
Interest		9,256	0%	SR2S Capital Project Administration	7,213	9,462	131%
Subtotal	\$362,612	\$355,194	98%	Fairground Transit Facility Study	175,548	72,455	41%
Abandoned Vehicle Abatement (AVA) Program				Solano Projects Online Tracker (SPOT)	14,044	10,559	75%
Department of Motor Vehicle (DMV)	400,000	408,352	102%	Collision Data Collection	84,755	82,108	97%
Interest		(106)	0%	Local Project Delivery (SR 12/Church Rd)	5,000	3,053	61%
Subtotal	\$400,000	\$408,246	102%	Solano Express Capital/EV Implementation	3,950,000	1,099,012	28%
Jepson Parkway Project				Local Streets & Roads Annual Report	15,447	10,939	71%
Local Fund - Cities/County	168,569	(3,371)	-2%	Phase Design Parking Structure Vallejo	100,000	100,000	100%
Interest		11,957	0%	Jepson Parkway Project	168,569	57,676	34%
Subtotal	\$168,569	\$8,586	5%	I-80/I-680/SR 12 Interchange Project	2,662,227	1,093,087	41%
I-80/I-680/SR 12 Interchange Project - Package 2A				North Connector-East Project	50,000	7,570	15%
RM 2 Funds	2,662,227	1,023,855	38%	I-80 Express Lanes Project	1,140,753	56,199	5%
Interest		(4,520)	0%	Redwood Parkway Drive/Fairgrounds Improvement Project	1,000,000		0%
Subtotal	\$2,662,227	\$1,019,335	38%	Regional Transportation Impact Fee (RTIF) Program	870,516	262,740	30%
I-80 Express Lanes Project				DMV Abandoned Vehicle Abatement (AVA) Program	400,000	386,891	97%
RM 2 Funds	1,140,753	56,199	5%	STA Office Building - Capital	3,500,000	1,167,006	33%
Interest		(775)	0%	Subtotal	\$14,450,202	\$4,719,127	33%
Subtotal	\$1,140,753	\$55,424	5%	Strategic Planning			
North Connector East Project Closeout/Mitigation				Planning Management/Administration	157,400	157,897	100%
RM 2 Funds	50,000	7,570	15%	Events	14,596	8,944	61%
Interest		248	0%	Model Development/Maintenance	128,700	75,883	59%
Subtotal	\$50,000	\$7,818	16%	Comprehensive Transportation Plan (CTP) Follow Up	211,454	212,117	100%
Redwood Parkway Drive/Fairgrounds Improvement Project				Countywide Active Transportation Plan	425,000	385,134	91%
Federal Earmark	250,000		0%	Water Transportation Plan	71,668	60,661	85%
Local Funds - County/Vallejo	750,000		0%	Electric Vehicle (EV) Readiness	106,373	3,072	3%
Interest		11,842	0%	Solano Online Bike Map	32,454	6,701	21%
Subtotal	\$1,000,000	\$11,842	1%	Transportation Funds for Clean Air (TFCA) Programs	362,612	333,741	92%
Regional Transportation Impact Fee (RTIF) program				Subtotal	\$1,510,257	\$1,244,150	82%
Regional Impact Fee	870,516	1,932,751	222%	TOTAL, ALL EXPENDITURES			
Interest		1,941	0%	\$25,043,117	\$12,446,137	50%	
Subtotal	\$870,516	\$1,934,692	222%				
TOTAL, ALL REVENUE	\$25,043,117	\$14,264,542	57%				



Reserve Account Balances

June 30, 2019

Contingency Reserve:	Fiscal Year (FY)	Balance	Interest Earned	Cumulative Total
	1999 - 2007	324,443		324,443
	7/07 - 6/08	58,801	14,925	398,169
	7/08 - 6/09	58,801	11,673	468,643
	7/09 - 6/10	58,000	13,851	540,494
	7/10 - 6/11	58,000	7,664	606,158
	7/11 - 6/12	108,000	3,595	717,753
	7/12 - 6/13	108,000	2,705	828,458
	7/13 - 6/14	108,000	1,515	937,973
	7/14 - 6/15	100,000	6,492	1,044,465
	7/15 - 6/16	0	8,526	1,052,991
	7/16 - 6/17	50,000	8,988	1,111,979
	7/17 - 6/18	50,000	23,082	1,185,061
	7/18 - 6/19	50,000	40,335	1,275,396
Total Contingency Reserve		\$1,132,045	\$143,351	\$1,275,396
Insurance Reserve:	<u>Self Insured Retention (SIR) \$100,000 per occurrence</u>			
Established FY 2007-08	7/07 - 6/08	50,000		
	7/08 - 6/09	50,000		
	7/09 - 6/10	50,000		
	7/10 - 6/11	50,000		
	7/15 - 6/16	100,000		
Total Insurance Reserve		\$300,000		
Total STA Contingency Reserve Account (31119)		\$1,432,045	\$143,351	\$1,575,396
<hr/>				
Project Contingency Reserve Fund (PCRF):	Funds			
	FY 2014-15	1,100,000		1,100,000
	FY 2015-16	796,758		1,896,758
	FY 2016-17	1,923,156		3,819,914
	FY 2017-18	683,695	17,092	4,520,701
	FY 2018-19	634,201	54,281	5,209,183
Total STA Project Contingency Reserve Account (31201)		5,137,810	71,373	5,209,183
<hr/>				
LESS: FY 2018-19 EXPENDITURES: New STA Office Building/Property activities		Amount 1,167,176		4,042,007
TOTAL STA RESERVES 6-30-19		\$5,617,403		

Agency Annual Statement
Solano Transportation Authority - PARS
Plan year Ending 6-30-2019

ACCOUNT SUMMARY

Beginning Balance		834,497
Plus:		
Contribution	74,803	
Transfer In	24,579	
Year to Date Earning	<u>52,131</u>	
Sub-Total		151,513
Less:		
Year to Date Expenses	6,832	
Distribution	34,213	
Transfer Out	<u>24,579</u>	
Sub-Total		65,624
Ending Balance		<u><u>920,386</u></u>

ACCOUNT SUMMARY

Beginning Number		7
Plus:		
New Participants	0	
Less:		
Terminated Participants	2	
Ending Number ¹		<u><u>5</u></u>

This figure may include employees who terminated employment but whose distribution were still in process as of 6-30-2019.

Prepared by Public Agency Retirement Services (PARS)



FY 2019-20 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
DECEMBER 2019	FY 2018-19 Fourth Quarter Budget Report FY 2018-19 AVA Fourth Quarter Program Activity Report FY 2018-19 CAFR - Annual Audit STA Employee 2020 Benefit Summary Update
JANUARY 2020	FY 2019-20 Mid-Year Budget Revision FY 2019-20 First Quarter Budget Report FY 2019-20 AVA First Quarter Program Activity Report
FEBRUARY 2020	FY 2019-20 Second Quarter Budget Report FY 2019-20 AVA Second Quarter Program Activity Report
MARCH 2020	Local Transportation Development Act (TDA) and Members Contribution for FY 2020-21
May 2020	FY 2019-20 Third Quarter Budget Report FY 2019-20 AVA Third Quarter Program Activity Report
JUNE 2020	FY 2019-20 Final Budget Revision
July 2020	FY 2019-20 Budget Revision and FY 2020-21 Proposed Budget
SEPTEMBER 2020	FY 2019-20 AVA Program Fourth Quarter Activity Report FY 2020-21 Provisionary Indirect Cost Rate Application
OCTOBER 2020	FY 2019-20 Fourth Quarter Budget Report FY 2020-21 First Quarter Budget Report



DATE: November 22, 2019
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Adoption of STA 2020 Employee Benefits Summary

Background:

The STA's Employee Benefits Summary is updated annually to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

The approved budget for Fiscal Year (FY) 2019-20, which includes the STA's Employees Health Benefit Cost, reflected an anticipated rate increase of 10%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as benchmark by STA; should an employee choose a health care provider with a higher premium rate, then the employee is responsible for the premium cost above the benchmark. Effective January 1, 2020, the Kaiser Premium rates has no changes; therefore, the projected rate and staff changes, will result in a budget savings of approximately \$2,188 from the original estimated budget cost for the STA's Health Benefits Budget for FY 2018-19 (Attachment A).

STA contracts with the City of Vacaville to provide and administer the STA's self-insured Dental Plan, Vision Plan, Life Insurance, and the Long Term Disability (LTD) insurance plans. Effective January 1, 2020 these Plans has no provider and premium rate changes.

The Short Term Disability (STD) Insurance benefit plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits.

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" would be entitled to be covered under CalPERS retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New" PEPRA, the new hire would be covered under the 2% @ 62 retirement benefit formula. The FY 2019-20 PEPRA members contribution rate is 6.985% of reportable compensation and employee contribution is at 6.75%. The FY 2019-20 Classic members Employer Contribution Rate is 9.68% plus an additional discounted lump sum amount of \$81,837. For Classic Members, STA pays seven percent (7%) of Employee Contribution rate, making the STA's total Classic Members contribution of 17.38%. STA has six (6) active staff under the Classic category and eighteen (18) active staff under the PEPRA.

In conformance with the pension reform provisions effective January 1, 2013, the Public Agency Retirement System (PARS) plan is closed to new hires. This Plan currently has five (5) active participants and six (6) retirees. In addition, STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. For employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

The FY 2019-20 Budget for health benefits, Kaiser Health Premium rate has no change and staff changes has resulted in savings of approximately in the amount of \$2,188, no rate changes for the Dental Plan, the Vision Plan, and the Long Term Disability Insurance from the original estimated budget cost.

Recommendation:

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2020
- B. Holiday Schedule 2020



Employee Benefit Summary January 2020

TERM

This summary shall remain in effect until amended by STA Board action or mandated by law.

SALARY

Salary schedule – Revised 1/1/2020.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at any time by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek shall be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA),

Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities. An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

In conformance with the new pension reform provisions, the California Public Employees' Pension Reform Act of 2013 (PEPRA), the following are STA's retirement benefit plan:

Tier 1 Benefits - Employees hired on or before 12/31/12

PERS Retirement Plan

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). STA shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation Section 21329
- 2% Annual Cost of Living Adjustment Section 21620 – \$500
- Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share of 4.98%. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

***Tier 2 Benefits - Employees hired on or after 1/1/13 and deemed “CLASSIC” member
(Prior PERS/reciprocal employment with less than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits may include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

***Tier 3 Benefits - Employees hired on or after 1/1/13 and deemed “NEW” member
(No Prior PERS/reciprocal employment or more than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Under Section 7522.30, Solano Transportation Authority (STA) shall pay 6.985% and the **employee shall pay 6.75%** as the PERS Contribution Rate to PERS for FY 2016-17. General benefits may include the following:

- Section 7522.20 – 2% @ Age 62 Benefit Formula for Non-Safety Members
- Section 7522.32 – Three-Year Final Compensation
- Section 7522.30 – Equal Sharing of Normal Cost
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 21027 – Military Service Credit for Retired Persons
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. The deferred compensation plan is 100% Employee contributions.

For all employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum three (3) percent into the deferred compensation plan on behalf of the employee.

SOCIAL SECURITY

Effective July 1, 1997, fulltime employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employer and the employee shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash in lieu of the STA's health and dental coverage.

Employees electing to decline the health coverage will receive \$350 per month and for dental coverage \$50 per month, for a maximum total of \$400 per month, if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the PERS Kaiser Bay Area rate. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee's plan. Beginning January 1, 2020, the premiums for the health plan benefit are as follows:

Employee Only	\$ 768.49
Employee Plus One Dependent	\$1,536.98
Employee Plus Two or More	\$1,998.07

DENTAL INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2020 are as follows:

Employee Only	\$ 56.17
Employee Plus One Dependent	\$ 95.49
Employee Plus Two or More	\$146.04

VISION INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2020 are as follows:

Employee Only	\$ 6.29
Employee Plus One Dependent	\$12.61
Employee Plus Two or More	\$20.31

LIFE INSURANCE

STA provides a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

SHORT TERM DISABILITY

The Short Term Disability (STD) Insurance benefit plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits. Eligible employees may elect coverage of 60% of weekly earnings for up to 13 weeks with a minimum weekly benefit of \$25 and a maximum weekly benefit of \$2,500.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan includes a 90 days waiting period, and pays 60% of earnings up to a maximum monthly amount of \$10,000, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Friday, Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
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0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued sick leave and used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director shall receive a monthly mileage allowance of \$500 per month. The Deputy Executive Director/Director for Projects shall receive a monthly mileage allowance of \$400 per month and the Director for Planning shall receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using a commute alternative mode limited to: trains, buses, vanpool, and ferry. Employees who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

The benefits listed above are Board approved policy. Additional information can be found in the Human Resources Policy manual or may be supplemented by administrative guidelines issued by the Executive Director.

*****THIS DOCUMENT IS INTENDED AS A GUIDE ONLY. FOR SPECIFIC INFORMATION PLEASE REFER TO BOARD APPROVED HUMAN RESOURCES POLICIES AND PROCEDURES, ETC. OR CONTACT SOLANO TRANSPORTATION AUTHORITY (707) 424-6075******

APPROVED SALARY SCHEDULE
FY 2019-20
With COLA (3%) Effective July 1, 2019
June 12, 2019



Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accountant I	N	91039-1	\$5,363	\$6,518
Accountant II	N	91039-2	\$5,763	\$7,005
Accounting & Administrative Services Manager	E	91020	\$9,145 -	\$11,117
Accounting Technician	N	91016	\$4,692 -	\$5,702
Administrative Assistant I	N	91014-1	\$3,723 -	\$4,526
Administrative Assistant II	N	91014-2	\$4,190 -	\$5,093
Administrative Clerk	N	91035	\$3,097 -	\$3,766
Assistant Planner	N	91040	\$5,278 -	\$6,415
Assistant Program Manager	N	91028	\$5,763 -	\$7,005
Assistant Project Manager	N	91023	\$5,763 -	\$7,005
Associate Planner	N	91004	\$6,050 -	\$7,355
Clerk of the Board/Office Manager	E	91025	\$7,541 -	\$9,166
Customer Service Representative (CSR) I	N	92007-1	\$3,099 -	\$3,766
Customer Service Representative (CSR) II	N	92007-2	\$3,255 -	\$3,956
Deputy Executive Director/Director for Projects	E	91007	\$16,582 -	\$20,154
Director for Planning	E	91008	\$12,269 -	\$14,911
Director of Program	E	91022	\$10,950 -	\$13,310
Executive Director	E	90001	\$18,260 -	\$22,194
Marketing and Legislative Program Manager	E	91021	\$7,549 -	\$9,174
Planning Assistant	N	91032	\$4,692 -	\$5,702
Program Coordinator I	N	91024	\$3,910 -	\$4,751
Program Coordinator II	N	91024-2	\$4,105 -	\$4,990
Program Services Administrator	E	91034	\$7,205 -	\$8,757
Program Services Division Manager	E	91017	\$7,918 -	\$9,624
Project Assistant	N	91019	\$4,692 -	\$5,702
Project Engineer	E	91026	\$9,338 -	\$11,352
Project Manager	E	91030	\$6,863 -	\$8,340
Senior Accountant	N	91041	\$6,863	\$8,340
Senior Customer Service Representative	N	91038	\$3,562 -	\$4,330
Senior Planner	E	91027	\$6,863 -	\$8,340
Senior Program Coordinator	N	91037	\$4,494 -	\$5,463
Senior Project Manager	E	91036	\$7,918 -	\$9,624
Transit Mobility Coordinator	N	91031	\$4,925 -	\$5,986
Transit Program Manager	E	91029	\$7,918 -	\$9,624
Customer Service Representative (CSR) I (PT)	N	92007-1	\$17.88	\$21.63
Customer Service Representative (CSR) II (PT)	N	92007-2	\$18.78 -	\$22.82
Program Coordinator I - (PT)	N	92005	\$22.56 -	\$27.41
Program Coordinator II (PT)	N	92024-2	\$23.68	\$28.79
Senior Customer Service Representative (PT)	N	92009	\$20.55 -	\$24.98
Senior Program Coordinator (PT)	N	92037	\$25.93	\$31.52
Transit Program Manager (PT)	N	92010	\$45.68 -	\$55.53

All classifications may have an equivalent full time and part time salary range.



HOLIDAY SCHEDULE 2020

Wednesday	January 1	New Year's Day
Monday	January 20	Dr. Martin Luther King's Birthday
Monday	February 17	Presidents' Day
Monday	May 25	Memorial Day
Friday	July 3	Independence Day
Monday	September 7	Labor Day
Monday	October 12	Columbus Day
Wednesday	November 11	Veterans' Day
Thursday	November 26	Thanksgiving Day
Friday	November 27	Friday After Thanksgiving Day
Thursday	December 24	Christmas Eve Day – Half Day
Friday	December 25	Christmas Day
Thursday	December 31	New Year's Eve Day – Half Day

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.



DATE: November 4, 2019
TO: STA Board
FROM: Katelyn Costa, Program Coordinator
RE: Employer/Commuter Incentive Program – Commuter Engagement Strategic Plan

Background:

Since 1990, the Solano Transportation Authority (STA) has worked to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. The Solano Mobility Employer Program, now the Commuter Program of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. Solano Mobility administers all commuter benefits programs directly to residents and employees in the county. Staff connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.

In Fiscal Year (FY) 2018-19, the Solano Mobility Program has reorganized its implementation strategy to expand collaboration, efficiency, accessibility, and ease into commuting, especially via non-drive alone modes. This began by creating full-package promotions to encourage transit use and to get Solano residents to take advantage of options other than solo driving. Staff is strengthening existing commuter programs to enhance simplicity and tailor offerings to audiences with transit propensity and traffic congestion issues. The ultimate goal is to continue to expand transit and active transportation options.

In recent years, local transit ridership has been gradually falling while regional transit ridership is on the rise. Carpool and vanpool rates have also been decreasing as more people opt to use app based on-demand rideshare. Solano County has consistently led the Bay Area and Northern California mega region in carpool and vanpool use. Yet, when overall alternative modes usage is looked at in the aggregate, Solano County ranks 9th in the Bay Area for use of non-drive alone modes. Solano Mobility's approach is adjusting to accommodate changes in commuter trends, and continuing to find the Solano community the "right" ride. A long-term goal for STA's Solano Mobility Program is to expand the regional public transportation use average on ferry, rail and express bus.

Looking into the near future there are a few promotional opportunities Solano Mobility will be taking advantage of. Staff will be expanding on currently offered pilot programs, revamping the commute challenge, adding more specific challenges, and simplifying the user's experience on the Solano Mobility website.

Discussion:

Solano Commute Challenge

In order to reinvigorate the purpose of the program, a switch from raffle to progressive reward program is recommended. With this new approach, rewards are guaranteed but limited. Instead of having to craft separate programs with promotions and incentives for all different kinds of travel modes, participants can try any mode they want and have tangible, incremental rewards—all through one program. Once a commuter accomplishes all three rewards levels they are eligible to keep logging trips for a large grand prize.

Commuters that use ridesharing (carpools or vanpools), transit (rail, bus, and ferry), active transportation (biking or walking), or telecommuting can log their trips in Commuter Info. Telecommuting earns 10 points, ridesharing and transit earns 20 points, and active transportation earns 30 points. The program rewards based on the primary commute mode, since logging multi-modal trips is currently not functional. This Solano Mobility rewards program is open to the entire Solano County community.

Program participants are rewarded as follows: After 100 trip points, the user gets to redeem a \$10 gift card of their choice, after 500 trip points, the user gets to redeem a \$25 dollar gift card of their choice, and after 1,200 trip points the user gets to redeem a \$50 gift card of their choice. Once the user has redeemed the \$50 gift card, they are still encouraged to log trips in order to be eligible for the grand prize. The more trips that are logged the greater chance they have to win the grand prize. These grand prizes will showcase and be sponsored by local businesses on a quarterly basis. For example, there will be tickets to Six Flags in Vallejo or wine tasting at a Suisun Valley winery.

Amtrak + Lyft Pilot

The first full-package promotion Solano Mobility has developed is a subsidized Amtrak and free Lyft rideshare. For \$20 a person, up to 50 participants will be given a 10 ride Amtrak pass, plus 10 free First Last Mile Lyft rides to connect the train station and worksite. The goal was to use this pilot as a case study and analyze motives for increasing participation. Participants were requested to complete surveys with the potential of renewing this pilot. By incentivizing people to try transit in the short term, there is a greater likelihood they pick up using alternative modes on their own in the long term. As of November 1, 2019, there have been 45 individuals participating in this introductory Amtrak + Lyft Pilot and 13 have continued to use Amtrak/Capitol Corridor after the promotion ended showing program success.

For the next phase of this promotion, participants who completed their three iterations of the Amtrak + Lyft Pilot will be eligible for the Amtrak + Lyft 50/50 pilot. This promotion gives participants 50% off a monthly Amtrak pass and signs them up for the First/ Last Mile program. To be eligible they must have completed the full 3 rounds of Amtrak + Lyft Pilot and have filled out the closing survey. Amtrak + Lyft 50/50 pilot starts on the 1st and the 15th of every month. Participants are allowed 2 reduced monthly passes. They must show proof of monthly pass purchase for the third month in advance of receiving their second reduced pass.

RideAmigos Online Platform

One of the goals of the Solano Mobility Commuter Program is to make the Program more efficient, accessible and easier to use for the Solano community. Commuter Info and Solano Mobility sites are being merged to enhance accessibility and ease of use. Commuters can sign up for programs on Solano Mobility. Solano Mobility redirects the participant to RideAmigos for the carpool matching, trip planning, and incentive earning functions. Staff will launch a larger marketing effort to reengage long-term users and grow the offerings of the platform in January 2020.

Ridesharing Week

Both Ridesharing Week and the Solano Mobility website merger coincide temporally and in focus. By promoting Solano Mobility's new site in the lead up to and as administrator of Ridesharing Week, participants will not only learn about and try out carpooling or vanpooling, but be established in the Commuter Info system as well.

Staff will conduct outreach events and promote the ridesharing capabilities of the Solano Mobility site. A demo video will be created about the ease of carpooling and how potential car poolers can set up carpools on their own. Staff will attend events and perform ridematching on-site as well. All participants in on-site matching will be inputted into the system and able to contact matches through the system as well.

During Ridesharing Week, participants are encouraged to hop in the car with their pre-matched carpools to and from work. Participants will log their carpool trips in the Commuter Info system under the Ridesharing Week Challenge. Participants will receive a \$5 Starbucks gift card for each day that they carpool that week.

At their meetings held on November 19th and November 20th, the SolanoExpress Intercity Transit Consortium and the STA TAC approved to forward the recommendation to the STA Board at their meeting scheduled on December 11, 2019.

Fiscal Impact:

Solano Mobility Employer and Commuter Programs are funded using Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

The Solano Commute Challenge and First/Last Mile Amtrak Lyft Pilot have a combined cost of \$25,000/year with \$100,000/year budgeted. With the new incentives and offerings, staff anticipates participation increasing and the cost doubling this coming year

Recommendation:

Approve the Solano Commuter Engagement Strategic Plan and Incentives for FY 2020-21.

Attachment:

- A. Commuter Engagement Strategic Plan

Solano Transportation Authority

Commuter Engagement

Strategic Plan

*****08/2019 DRAFT*****

Mission Statement: Solano Mobility will work to foster stronger community, improve air quality and public health, and lower regional environmental impact by supporting the Solano community, both residents and employees, in choosing a healthier, more sustainable transportation mode.

Step 1: Goals

1. Increase engagement among interested community members and employers via RideAmigos
2. Increase the use of a regional bus system and two county train stations
3. Decrease use of SOVs, and increase alternative modes awareness

Step 2: Identify and Profile Audience

- Community members (residents and employees with transit propensity)
- SR 37 corridor SOV drivers and connected RideAmigos counties
- Current alternative modes users
- Employers- Businesses in the county will be prioritized based on shared values of health, environment, and personal enrichment as well as how desperately support is needed to achieve those aims.
- I-80 SOV drivers
-

Step 3: Develop MessagesTo Residents/ Employees:

- a. *Cost saving-* It costs about \$.57 per mile to own and operate a car. That works out to over \$8000 a year.¹ Share the costs by finding a regular carpool or vanpool group. In comparison, train, bus, bike cost xyz-
- b. *Health-* Engaging in active transportation methods like walking and biking for your commute, tackles two lifestyle aspects at once. Activity boosts physical health as well as reduces stress.
- c. *Productivity-* More productive time if someone else is doing the navigating, can text and ride. Increasing health boosts personal wellbeing.
- d. *Safety-* More likely to be injured in a car accident than on transit. Drivers are required to have more training.²
- e. *Community Building-* Joining a carpool, vanpool, bikepool, or utilizing transit is a natural way to foster friendship and increase social interaction.
- f. *Environment-* Decreasing solo drivers reduces total CO and NOx emissions and enhances air quality and improves public health.³

Cost- effective, lifestyle change, wellness choice.

¹ <https://newsroom.aaa.com/auto/your-driving-costs/>

² <https://www.apta.com/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf>

³ <https://www.epa.gov/mobile-source-pollution>

To Employers:

- *Human Resource Benefits:*
 - a. Increase employee retention and job satisfaction. Traffic makes people unhappy, increase workplace morale by eliminating agonizing commutes.
 - b. Happy employees are productive employees.
 - c. Increase punctuality by decreasing traffic related delays and accidents via transit use.
 - d. Employee retention if satisfied and company offers many benefits.
- *Financial Benefits:*
 - a. Decrease cost of parking demands and security necessities because less cars to patrol and take account of.
 - b. Retaining your talent means spending less money recruiting and dealing with turnover.
 - c. If you offer telecommuting, you decrease infrastructure and support costs.
 - d. Receive subsidies from the STA to run programs, less financial responsibility.
- *Image Benefits:*
 - a. Improve your company image. Starting commuter programs demonstrates a commitment to your employees, your community, and the environment.
 - b. Be trendy. Principles such as green initiatives and justice oriented marketing are not only positive culture improvements, but popular marketing schemes. Incorporating these into your business model will help you compete against the Silicon Valley tycoons attracting that like-minded talent pool and customer base.
 - c. Get recognized. The STA will help propagate positive press coverage for your business. We can provide reports on environmental impact of your commuter programs.
- *Environmental Benefits:*
 - a. Reduce climate change. Offering commuter programs is aimed at decreasing single occupancy vehicles and thus reducing CO2.
 - b. Reduce energy demand. Less cars means less gas needed to commute.
 - c. Reduce traffic congestion. Commuter programs encourage the use of alternative modes to get to work, decreasing traffic and improving air quality in the community.

Step 4: Communication Methods

To Residents:

1. Social media
2. Digital ads
3. Email newsletters
4. Ads at highly trafficked shopping centers
5. Canvassing campaign?

Ads to feature local personas, with hardworking family values. Tie transportation mode change to more fulfilling life opportunities.

To Employees:

After analyzing all mega-region data available on 511, it can be discerned that 75-80% of people learn about transportation programs via the internet, their employer, or a friend/coworker. 35-45% of people hear about programs via the internet. We see a positive trend in this mode over the 5 years. Between 15-25% of people hear about programs through their employers. Anywhere between 13-20% of people hear about programs from their friends and coworkers. With this in mind, we should be doing outreach to employers via:

- Robust social media marketing geo-tailored to specific regions and markets. Animated and interactive ads to grab attention, peak interest, and spur searches.
- Making sure employers are well informed and participating in commuter benefit programs will correlate to a better informed employee pool.

To Employers:

- Face-to-face meetings. We have to reinvigorate the image of the employer program as a robust partnership that serves to enhance the company's offerings.
- Website. Easy to use and understand online toolkit to guide employers through the process of creating their own transportation plans.
- Social Media tools. Boosting company's image to increase interest among non-participating employers and retention of commuter programs at participating locations.
- Make commuter program advertisement a part of new-hire onboarding and intercept existing employees when training is renewed.
- Email newsletters- keep up to date with program creation, promotion of alternative modes, and factoids

Step 5: Programs Revitalization and Creation

Revamped Programs:

- Commuter challenge:
 - Give companies subsidies to create their own incentives (PTO, paycheck bonuses, free lunch). Large employers can create their own micro-challenges between departments. Compete against other companies. The company with greatest percentage in business size category wins and will be showcased on social media and given an extra reward.
 - Micro- commute challenges- STA to approach small businesses (under 50 employees) or departments within larger corporations to facilitate their commute challenge. Advertise via email, go onsite to give information, arrange carpools. Day of challenge or last day of week congratulate everyone with free refreshments and award winners.
 - Challenge facilitated through STA- move from raffle to consistent rewards. People need to be immediately reinforced in order to build behavior change. Start with just three days' worth of commuting for a prize, 8 days then prize, 15 days then prize, then move to larger challenge for local business prize done everything month or quarter

New Program Ideas:

- Carpool Incentive Program⁴
 - 2 or more people in a private vehicle. Employers utilize free tools, (511, Ride Amigos) or do in-house matching. Incentive can include free parking, reserved parking near company entrance. Kick- off event. Voicemail or email blasts, brochure distribution, advertisements in frequented locations. Advertise park and ride lots, emergency ride home.
 - Extra bonus if you carpool in an EV/ Hybrid; Every 10 carpools tracked, claim \$25 gift card up to \$100. Level up and compete for more money. Reward gift card of your choice. Track and confirm carpool using RideAmigos App.
- Electric Vehicle incentive⁵- STA offer rebate for installation of electric vehicle charging stations in priority spots at parking lots. Fixed daily incentives for EV use. Subsidize employers purchasing EVs for company use. Free metered parking in municipalities.

⁴ https://www.bestworkplaces.org/pdf/carpool_June07.pdf

⁵ https://www.driveclean.ca.gov/pev/calstart_wpc_incentives.pdf

- Companies provide subsidized transit tickets. Many college campuses will pay for students to use the bus systems. Students can use their IDs. Companies could enter into contract with transit agencies so that company badges provide entrance on a discounted fare.
- Telecommute encouragement- Companies meet a certain percentage of employees who telecommute, they earn incentive. This program requires a conversation with businesses about management styles and changing perceptions of control in the workplace by managers.
- Vanpool program- Consumer created and continued vanpools are not sustainable. That is a lot of responsibility when a group of people could participate in a casual carpool. Vanpools need to be contracted to pick up at locations in a neighborhood that many employees for a particular business reside in. It would function as a shuttle from just a couple locations directly to a workplace or business center. Vans are a more intimate setting, picking up people others feel comfortable with, on a short, yet flexible route depending on who needs a pick up.
- Bucks for Bikes-
 - Up to \$500 dollars for a new bike or bike repairs.
 - STA to subsidize the cost of loaner bikes for lunch trips and at-the-office errands via employer or contract with JUMP.
 - STA to subsidize the cost of installing bike racks or repair area at company locations.
 - STA subsidize employer incentive for biking. Flat bonus on paycheck, per trip, or for points the company can turn into massage gift cards, cash, swag, etc.
 - Offer biking safety seminars in conjunction with CHP
 - Continue Bike to Work programs to lessen the intimidation and shape an active transportation culture.

Step 6: Marketing and Consultation Implementation Plan

Phase 0: COMPLETE

- Create up-to-date database of employers in county
- Prepare an Employer Toolkit
- Ensure programs and online platforms are operational
- Integrate Commuter Info and Solano Mobility sites to create one stop shop
- Run promotions and continue advertising commuter programs in order to create culture of comfort around public and active transportation.

Phase 1: Update Procedures/ Get Approvals

- Get approval for updated Commute Challenge methods
- Secure Online gift card option through RideAmigos.
- Approval for refreshment purchases as prizes/ outreach

Phase 2: Outreach

Before data is procured, approach businesses with good proximity to transit. Conduct commute challenge with just their company. Email employees about challenge and prize + offer RideAmigos to employees looking to participate. Staff to visit one time in the lead up to challenge to give out info, sign up potential carpoolers. Day of event or last day of the event if it occurs as a weeklong challenge, Staff at business to give refreshments and award prizes for participants.

Phase 3: Data Based Programming

Once data is received staff will prioritize residential areas to focus transit promotions in. Outreach to increase blue line ridership will occur first, then Red line and Yellow line, followed by Green.

Staff will also participate in SR 37 carpooling strategy with the NorthBay counties. This strategy includes creating a single landing page for SR 37 commuters that will route to RideAmigos. Once pages are integrated and easily accessible, staff members from the four counties will launch a unified carpool incentive program and awareness marketing campaign. Additional details including timeline for campaign is forthcoming pending grant approval.

Phase 4: General Marketing

Data will inform O+D for residents, applicable and available modes, as well as middle filter demographics to speak to propensity for folks who can actually make transportation change. Use internet and social media ads to target and funnel these groups onto our website and opt in for RideAmigos based on pinch points and possibilities as described in forthcoming data.

Utilize allies (CHP, schools, environmental clubs, business associations, local governments, HOAs, developers, labor unions etc) to assist with amplification and outreach. Keep allies in the loop with newsletter and face to face meetings.

- a. *California Highway Patrol*- In light of the recent passing of Officer Griess, the CHP has renewed their effort to combat distracted driving. They will be partnering with Assemblymember Frazier to tackle distracted driving legislation. They have an incentive to get cars off the road. They could be good advocates for transit options. Don't text and drive, text and ride.
- b. *Schools*- Accessing stay-at-home parents and self-employed contractors can be done at places of congregation like Parent Teacher Associations or messaged to them through the schools newsletters or morning announcements.
 - Done in conjunction with Safe Routes to Schools, double carpools. Organize one for you and your children.
- c. *Labor Unions*- Treat Unions like employers. They have access to a broad base of employees going to similar worksites. They could offer it as a perk of membership.
- d. *Developers*- Incentivize inclusion of EV and proximity to transit in new developments
- e. *Environmental clubs*- Usually big proponents of active transportation, they are also interested in public transit options and could be good allies in terms of advocacy.
 - Angle: Environmental preservation via active transportation, public transportation, and carpool/vanpools.
- f. *501c3/ Churches*- Great platforms with many congregants especially over the weekend.
 - General outreach can be performed here at a later phase of program roll outs.

Distance government name from efforts to increase like and trust. Conduct outreach campaign similar to 100 Hours LA by SCAG.

Phase 5: Supporting Program Roll Out/ Outreach Evaluation

Reevaluate outreach methods and advertising. Is it reaching a sufficient number of interested people? Are we converting interest to usage? How do we speak to our ideal client even better? Have we impacted regional transit ridership?

Unroll new programs naturally as the landscape changes.

****Establish master timeline and micro timelines as well as budget for new programs ****

- Carpool Incentive Program⁶

⁶ https://www.bestworkplaces.org/pdf/carpool_June07.pdf

- 2 or more people in a private vehicle. Employers utilize free tools, (511, Ride Amigos) or do in-house matching. Incentive can include free parking, reserved parking near company entrance. Kick-off event. Voicemail or email blasts, brochure distribution, advertisements in frequented locations. Advertise park and ride lots, emergency ride home.
 - Extra bonus if you carpool in an EV/ Hybrid \Every 10 carpools tracked, claim \$25 gift card up to \$100. Level up and compete for more money. Reward gift card of your choice. Track and confirm carpool using RideAmigos App.
- Electric Vehicle incentive⁷- STA offer rebate for installation of electric vehicle charging stations in priority spots at parking lots. Fixed daily incentives for EV use. Subsidize employers purchasing EVs for company use. Free metered parking in municipalities.
 - Companies provide subsidized transit tickets. Many college campuses will pay for students to use the bus systems. Students can use their IDs. Companies could enter into contract with transit agencies so that company badges provide entrance on a discounted fare.
 - Telecommute encouragement- Companies meet a certain percentage of employees who telecommute, they earn incentive. This program requires a conversation with businesses about management styles and changing perceptions of control in the workplace by managers.

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DATE: November 6, 2019
TO: STA Board
FROM: Triana Crighton, Planning Assistant
RE: Bay Area Air Quality Management District (BAAQMD) Transportation
Fund for Clean Air (TFCA) Fiscal Year (FY) 2019-20 County Program
Manager Funds – Change in Allocation

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. 60% of these funds are applied to the TFCA Regional Program, which is administered by BAAQMD. The remaining 40% is distributed to each Bay Area county Congestion Management Agency (CMA), and is called County Program Manager Funds.

BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as clean air vehicles and infrastructure, carpools/vanpools, shuttle bus services, bicycle projects, and alternative mode promotional/educational projects. The TFCA County Program Manager Funds available for Solano County projects in FY 2019-20 is estimated to be \$345,995.

Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the surrounding unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the surrounding unincorporated areas.

All eligible projects must meet cost effectiveness requirements related to the amount of emission reductions, and must submit monitoring reports twice a year. Past projects funded through the TFCA program include Class I and II bike facilities, Solano Mobility, and Safe Routes to School projects. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

Discussion:

At the January 9th Board Meeting, the STA Board approved a funding allocation of \$196,000 of FY 2019-20 TFCA funds for the Solano Mobility Program. These Rideshare and Employer Incentives programs are a cost effective and successful program in terms of air emission reduction benefits as calculated through BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns. Due to an excess of TFCA funds from prior years, STA staff recommends to reduce the Board approved amount to \$95,445 for the program in this cycle of funding.

Following a Call for Projects, the STA Board, approved the original allocations at their May Board meeting. Recipients were Cal Maritime, Travis Air Force Base (TAFB), and Suisun City. Cal Maritime is to use the granted \$31,050 for EV charging infrastructure installation and \$1,600 for the purchase of an Electric Hybrid van. Suisun City was allocated \$99,500 for a traffic calming project and Crystal Middle School.

STA staff recommended providing Travis Air Force Base with \$120,000 to be used as a match to their own contribution of \$200,000. However, Travis Air Force Base has since informed the STA that they are unable to commit to any project at this time – contrary to initial plans. Due to this, STA staff recommends to divide the \$120,000 allocated for Travis Air Force Base: \$80,000 to be absorbed by the Solano Mobility Program (which brings their total allocation to \$175,445) and \$40,000 to the Solano EV Implementation Program, which will be dedicated to EV infrastructure and wayfinding projects.

At their meetings held on November 19th and November 20th, the SolanoExpress Intercity Transit Consortium and the STA TAC approved to forward the recommendation to the STA Board at their meeting scheduled on December 11, 2019.

Fiscal Impact:

STA has \$345,995 available in TFCA funds for FY 2019-20 – the originally intended allocation must be changed.

Recommendation:

Approve the changes in allocation for \$120,000 of TFCA funds for FY 2019-20 as follows:

1. Deprogram \$120,000 for Travis Air Force Base EV Chargers;
2. Program \$80,000 to the Solano Mobility Program; and
3. Program \$40,000 to the Solano EV Implementation Program.



DATE: November 25, 2019
TO: STA Board
FROM: Debbie McQuilkin, Mobility Transit Coordinator
RE: Paratransit Coordinating Council (PCC) Membership Appointments

Background:

Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisor Council.

Discussion:

The term for Judy Nash, Public Agency – Education expired in April, 2019. STA staff corresponded with Ms. Nash on September 3, 2019 and confirmed that she is interested in reappointment to her position on the PCC for another 3-year term.

On April 22, 2019, STA staff received an Advisory Committee Interest Form from Brian McLaughlin for the vacant position of Member at Large. Mr. McLaughlin attended the July PCC meeting and has reconfirmed his interest in joining the Committee.

The Paratransit Coordinating Council currently has two (2) vacancies, one for a Member at Large and one for a Social Services Provider. STA staff will continue to seek interested and qualified individuals to serve on the Council.

Fiscal Impact:

None.

Recommendations:

Approve the following:

1. Re-appoint Judy Nash, Public Agency – Education Member for another three (3) year term; and
2. Appoint Brian McLaughlin as a Member at Large to a three (3) year term.

Attachment:

- A. Brian McLaughlin Interest Form



ADVISORY COMMITTEE INTEREST FORM

CONTACT INFORMATION

Name Brian McLaughlin

Street Address 563 Periwinkle Place

City, State, Zip Benicia CA 94510

Phone 925-595-4319 Home ☐ Cell ☒

Email Address brianrobert82104@icloud.com

I would like to be considered to fill a position on the following committee:

☐ BAC
 ☒ CTSA
 ☐ PCC
 ☐ PAC
 ☐ SR2S
 ☐ SPD-TAC

I am applying for the open position of: (Check one)

☐ Citizen Member
 ☒ Member-at-Large
 ☐ Public Agency
 ☐ Social Service Provider
 ☐ Transit User

Letter of intent/interest to serve on an STA Citizen Advisory Committee

Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committee. Include what experience (work or otherwise) qualifies you:
 I'm open to serve on a committee where I would be of most value to the STA. I've served previously on an Advisory Committee so familiar with the process and the commitment.

With a background as a Senior Technology Manager and Corporate Vice President, and now as a REALTOR® in Solano County with certification as a Seniors Real Estate Specialist (SRES)

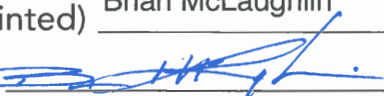
I have a passion for helping the 55+ members of our community remain active by assisting with their housing and transportation needs as they progress through the aging process.

Looking forward to being part of a group to improve the lives of seniors in our community.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) Brian McLaughlin

Signature  Date 5/22/2019

Fill out and return to Solano Transportation Authority by email: info@sta.ca.gov or fax: 707-424-6074
 One Harbor Center, Suite 130, Suisun City, CA 94585 | 707-424-6075



DATE: November 25, 2019
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Contract Amendment - Federal Legislative Advocacy Services

Background:

Since 2001, the STA's federal lobbying efforts have been in partnership with the Cities of Fairfield, Vacaville, and Vallejo. Solano County Transit (SolTrans) joined the lobbying partnership with STA following its formation. The STA's federal advocacy efforts have focused on obtaining federal funding for STA's priority projects: 1) I-80 Managed Lanes (Red Top Rd to I-505; 2) I-80/I-680/SR 12 Interchange; 3) I-80 Westbound Truck Scales; 4) State Route (SR) 37 Segment B and Mare Island Interchange; 5) Vaca Valley Parkway; and 6) Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and Travis Air Force Base North Gate Entrance.

STA entered into a contract in 2008 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA's needs in Washington, D.C. The initial contract term was from February 16, 2008 through February 15, 2010. Subsequent amendments have extended the contract through December 31, 2019. Akin Gump has provided quality guidance to the STA Board and staff, and representation to our congressional representatives to position Solano County for federal funding.

Discussion:

The current two-year contract for federal legislative advocacy services with Akin Gump is for the annual amount of \$120,000 inclusive of all expenses in a monthly retainer of \$10,000. The costs for the contract are distributed to four participating agencies (Cities of Fairfield, Vacaville and Vallejo, and STA) in the amount of \$24,999.96 per year, with SolTrans paying \$19,999.92 per year.

Akin Gump provides valuable assistance to STA staff and the Board on federal matters. The team, including Susan Lent, former counsel to the House Transportation Committee and a partner at the firm, and Vic Fazio, a former member of Congress from Solano County, provides strategic advice and has been engaged with members of Congress on STA's behalf. Attachment A is a list of their efforts and areas where they have provided assistance over the course of the current contract.

Akin Gump's services include researching grant opportunities for funding STA projects, and following up with agency staff (such as Department of Transportation) to advise STA

on strategies for pursuing competitive grants. Akin Gump is in regular communication with STA, keeping staff apprised of developments as they occur. Akin Gump is also experienced with transportation law and routinely recommend strategies for achieving STA's objectives.

STA staff recommends that the STA Board approve Contract Amendment #6 with Akin Gump for the period January 1, 2020 – December 31, 2021 in the amount of \$120,000 annually. In January, STA staff will meet with representatives of all three cities regarding our mutual federal legislative advocacy services, and will discuss setting our project priorities for federal funding. This contract will enable the STA to work with Akin Gump through the authorization of the federal transportation bill, and continue the productive working relationship we have established.

Fiscal Impact:

The fiscal impact for STA is \$49,999.92 for the 24-month contract period. This contract amount is included in the Fiscal Year (FY) 2019-20 and FY 2021-22 General Operations Services Budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a 24-month contract amendment and extension with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
2. Authorize the Executive Director to extend the contract with the Cities of Fairfield, Vacaville and Vallejo and SolTrans to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2021 at a total cost not-to-exceed \$240,000; and
3. The expenditure of \$49,999.92 to cover the STA's contribution for this 24-month contract.

Attachment:

- A. Akin Gump Federal Legislative Advocacy Efforts for STA



M E M O R A N D U M

December 2, 2019

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: Summary of Accomplishments

It has been an honor for Akin Gump to provide federal legislative advocacy services to STA and we appreciate the opportunity to continue to provide such services. Susan Lent, a partner in the firm who heads the firm's transportation practice and previously was a counsel to the House of Representatives Committee on Transportation and Infrastructure, is responsible for the representation. Key members of the firm's more than 75-member public law and policy team available to support the representation include former Solano County-area Congressman Vic Fazio, former Congresswoman Ileana Ros-Lehtinen, former Senator Joe Donnelly, former Chief of Staff to Senate Majority Leader Mitch McConnell Hunter Bates, and current Vice Chair of the Republic National Committee's Finance Leadership Team Geoff Verhoff.

Because of our long-standing representation of STA, we understand STA and its members' federal priorities. We have close relationships with members of the Solano County congressional delegation as well as with the members of Congress who sit on the House and Senate transportation committees and their staffs. Susan Lent is an experienced transportation lawyer and lobbyist who routinely advises STA regarding changes to transportation laws and regulations, their impact and how to advocate for changes to laws and regulations.

Akin Gump makes STA aware of transportation developments in Washington and identifies opportunities for STA to secure federal funding and influence law and policy. We are in regular communication with STA, keeping staff apprised up developments as they are occurring.

While President Trump and Congress have expressed an interest in passing major infrastructure legislation since President Trump was elected in 2016, President Trump and Congress have not been able to reach consensus on an approach to such legislation. The coming year will be a critical one because the current surface transportation law (known as the FAST Act) expires on September 30, 2020. Both the House and Senate will attempt to move surface transportation legislation next year. It remains to be seen whether the legislation will include funding for other types of infrastructure, the types of programs and policies the bill will include, how it will be funded and if the Democrat-controlled House, the Republican-controlled Senate and the

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President can reach agreement. It is nevertheless critical that STA stay engaged, monitor developments and prepare to take action based on opportunities and to ensure its positions are understood. In the event Congress and the White House cannot pass legislation before the FAST Act expires, it most likely will extend current law until after the 2020 elections after which Congress likely would move to pass transportation legislation.

With one year remaining on the FAST Act, we will continue to monitor funding opportunities and bring them to STA's attention. In addition to monitoring funding from the Department of Transportation, we are looking more broadly at funding from other departments and agencies, including the Department of Commerce, Department of Housing and Urban Development and Environmental Protection Agency. We also carefully monitor the appropriations process to ensure that funding for STA priorities is not cut.

We look forward to advancing STA's interests in the coming years. We have summarized our accomplishments over the past two years below:

- Assist STA annually with developing its federal platform, including identifying federal funding opportunities and strategies for pursuing funding.
- Made presentations to the STA Board and participate in telephone conferences to provide updates and strategic advice.
- Drafted monthly reports regarding developments in Washington and opportunities for transportation and other federal funding.
- Attended hearings and markups of relevant congressional committees and provide written reports to STA.
- Monitored and reported on developments regarding SAFE rule (addressing greenhouse gas emission and Corporate Average Fuel Economy (CAFE) for passenger vehicles and potential effect on transportation projects and STA.
- Scheduled meetings for Solano County mayors, Daryl Halls, Beth Kranda and STA staff with members of Congress and their staff and congressional committee staff regarding STA federal priorities.
- Scheduled meeting with Army Corps of Engineers and provided strategic advice to Vallejo regarding Mare Island dredging.

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- Scheduled meetings with DOT and FTA political appointees regarding STA priority projects, including the INFRA, BUILD and FTA grant applications. We received positive feedback from the FTA Acting Administrator who recommended that LA Metro seek input from SolTrans regarding its electrification plans based on our presentation. SolTrans recently received a \$1.8 million grant from FTA for electrification-related funding.
- Provided information regarding opportunity zone program and how projects in opportunity zones may benefit from federal funding.
- Provided input into Congressman Garamendi's transportation emergency relief funding bill, including support efforts.
- Provided input into support letters for I-80 Express Lanes INFRA grant application and secured support letters from Senators Feinstein and Harris.
- Provided input to SolTrans regarding grant applications and congressional support letters.
- Provided information and strategic advice regarding the Department of Commerce Economic Development Administration program and the Federal Lands Access Program. Scheduled meeting with the Federal Lands Access Program office.
- Provided input into the Metropolitan Transportation Commission's (MTC) efforts to secure input from local stakeholders regarding the surface transportation reauthorization.
- Advised regarding potential funding of SR 37 in light of threat of rising sea level, including potential new funding for sustainability infrastructure in FAST Act reauthorization bill.
- Advised regarding bills introduced in the House and Senate, proposed regulations and policies that may impact STA and its member cities.
- Identified federal funding opportunities for STA, SolTrans and member cities.
- Drafted letters for STA to send to members of Congress in support of federal laws and programs.
- Advised STA regarding proposed regulations, final rules and executive orders affecting STA, member cities and SolTrans related to transportation and environmental reviews.
- Advised regarding DOT's implementation of the FAST Act.

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- Advised regarding priorities of Trump Administration and political appointees at Department of Transportation.
- Advised regarding the annual appropriations process and opportunities and risks for STA and its members and advocated for STA interests.



DATE: November 21, 2019
TO: STA Board
FROM: Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
RE: STA Office Building Updated Budget

Background:

In August 2001, STA moved to its present location at One Harbor Center, Suite 130, Suisun City, from a smaller office location on Sunset Avenue in Suisun City. The office lease has been amended several times to reflect the need for expansion to accommodate the expanding projects and programs and number of staff and meeting rooms required to implement these work tasks. Originally, STA leased 5,633 Square Feet (SQFT) of office space. STA currently occupies approximately 7,432 SQFT office space at Suite 130 and Suite 140 (Call Center). The primary basis for this increased use of office space was the initiation of the Solano Mobility Call Center. The office space currently accommodates twenty (20) full time employees, nine (9) part time staff, and consultants who are intermittently scheduled to work in the office.

The current office suite is located adjacent to SR 12 and close to I-80 with good access to rail, Express bus (Red Line) and local transit which is convenient for staff members that ride the Capitol Corridor and take SolanoExpress, and travel to regional meetings in Oakland, Sacramento, and San Francisco. Several STA staff have relocated to enable them to bike or walk to the location in Suisun City's Waterfront area. The site is also located within walking distance to two City Halls (Fairfield and Suisun City) and the County Government Center, and centrally located within the County.

In September 2017, the STA Board authorized staff to begin the initial steps to evaluate the options of constructing a building to suit STA's long-term housing needs in Suisun City. Since then, staff has reviewed the available vacant parcels to determine the suitability for an office building of sufficient size to meet STA's housing needs. Based on Board's direction, two parcels that will be combined, (0.26 acres of land area and is located at 419 Main Street and 0.17 acres of land area and at 400 Main Street) have been acquired. Neither parcel standing alone was of sufficient size to accommodate an office building of the size needed without constructing a third story which would add to the cost of construction; however, combined, the two parcels provide sufficient land area to satisfactorily house a new office building.

Discussion:

In March 2018, the Board approved an overall budget for a new STA Office Building at \$10.5 million funded from the STA Project Contingency Fund. Since that time, an extensive procurement

process has been undertaken. The process involved an initial Request for Qualifications (RFQ), of which three firms were invited to submit Proposals. The original scope of work for the new office building included building the maximum building on the full property acquired (0.43 acres) for a 30,000 SQFT office. The scope included a large atrium, 5 car garage attached to the building, extensive interior circulation areas, cantilevered building sections, large office space, and lease space within the building. The scope also included board chambers, rooftop conference room and patio.

The three proposals submitted ranged in price for construction between \$15.7 M to \$18.6 M. The costs reflect a rapidly changing market within the Bay Area and Sacramento regions. Construction prices have risen across all sectors, including transportation projects which alone have seen 30% increases. Staff has been working with the STA Building Oversight Committee and the selected design/built team to reduce the scope of the building work to better align it with STA's future available funding. The effort to reduce the scope included:

- ✓ Reprogrammed the building size from 30,000 SQFT to 22,500 SQFT
- ✓ Relocated the garage from the building to the parking lot
- ✓ Removed the Atrium space
- ✓ Downsized the circulation space
- ✓ Downsized the offices
- ✓ Removed the cantilever building sections
- ✓ Removed the expansion/lease space

As mentioned above, staff has been working with the Building Oversight Committee regarding the modifications to the original building scope. The Committee has met three times to review the reduced scope items, modified budget and building aesthetics. The revised building scope did retain the board chambers, the iconic building design, and rooftop conference room and patio space.

These reductions to the scope reduced the construction costs to \$14 million. This would be a guaranteed maximum price with the builder. In addition to the construction costs, there are other costs that need to be budgeted for are shown in Attachment A.

The STA Board's Building Oversight Committee and STA staff is recommending that the budget be increased to \$16,005,200 for the office building so that the project can proceed forward to complete design and begin construction. Staff is recommending the Board authorize the Executive Director to execute respective contracts related to the office building. The schedule for the new office building to be occupied is fall of 2021. Further, staff will work with the Building Oversight Committee on the short term financing for the office building.

Land acquisition for the future parking lot is still in escrow pending the Water Board oversight of clean-up activities of past contamination on the site with the current property owner. Staff will work with the Building Oversight Committee and the City of Suisun City on the design and functionality of the parking lot over the next 6 months and staff will return to the STA Board for this element.

To guide the effort to date for the new building development, STA has secured the services of the Gilbane Building Company. Staff is recommending these services be continued through construction to bring in expertise that STA staff does not have with vertical construction. The estimated effort through construction for this services is \$200,000. Authorization of this amendment

would be granted to the Executive Director and included in the proposed budget should the Board approve this recommendation action.

Fiscal Impact:

The cost to building and occupy the new office building will be primarily funded from the STA Project Contingency Fund. The remaining funds (\$940,000) would be as needed from either the general fund, TDA or STAF funds.

Recommendations:

Authorize the Executive Director to:

1. Enter into all agreements as necessary, utilizing a Design Build construction procurement approach, for the design and the construction of a new STA Office Building for an amount not-to-exceed \$16.01 million;
2. Enter into short term financing as necessary to fund the new office building payable with future Project Contingency Funds; and
3. Amend the contract with Gilbane Building Company for project management services for an amount not to exceed \$200,000.

Attachments:

- A. Construction Costs and Project Budget
- B. Project Construction Schedule

CONSTRUCTION COSTS & PROJECT BUDGET

Construction Contingency (5%)	\$700,000
Permit/Utility Fees	\$205,000
Furniture and Fixtures	\$775,000
Consultant	\$265,200
Construction	\$14,000,000
TOTAL	\$16,005,200

The funding for this updated budget would be from the following:

Cash on Hand	\$5,253,090
Re-payments to the STA	\$9,815,953
TOTAL	\$15,069,043

Additional Funding:

Combination TDA/STAF/General	\$700,000
Contingency Fund	\$240,000 +/-
TOTAL	\$16,009,000

ATTACHMENT B

PROJECT CONSTRUCTION SCHEDULE

50% Building Design – January 2020

Add large “Coming Soon” sign to property for public knowledge

100% Building Design – May 2020

Ground Breaking- May 2020

Enclose New Frame Building – late fall 2020

Substantial Completion – August 2021

Move-in – fall 2021

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DATE: November 22, 2019
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Comprehensive Annual Financial Report (CAFR) for Fiscal Year
(FY) 2018-19 – Annual Audit

Background:

The STA is annually required by the government code and the public utilities code to undergo an audit of its financial statement in accordance with Government Accounting Standards Board (GASB). The annual audit for FY 2018-19 is STA's fourth Comprehensive Annual Financial Report (CAFR), a financial report presented in accordance with generally accepted accounting principles, basic financial statements and related notes, additional supplementary information which includes management discussion and analyses, introductory section, statistical information, and supplemental fund and pension information.

In January 2017, STA entered into a two-year audit service agreement with an option for two (2) 1-year extension with Eide Bailly LLP, formerly known as Vavrinek, Trine, Day (VTD) & Co LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Comprehensive Annual Financial Report (CAFR). This is the second year of the two-year audit service agreement and staff intends to recommend requesting the Board to authorize the first of two one-year extensions for the FY 2019-20 annual audit.

Discussion:

In October 2019, Eide Bailly LLP performed their annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted in an audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses, which resulted in their issuance of an unmodified (clean) opinion on STA's comprehensive financial statements for the fiscal year ending June 30, 2019. With the unqualified opinion of the FY 2018-19 annual audit and the fourth year issuance of the Comprehensive Annual Financial Report, STA now has fourteen (14) consecutive fiscal years of no reportable deficiencies or material weakness that will adversely affect its primary missions.

In FY 2017-18, STA received its third recognition award from the Government Officers Finance Association (GFOA). STA accounting and finance staff is seeking to submit for consideration for this award for its FY 2018-19 CAFR. Therefore, as required by GFOA, the STA's CAFR will be posted in the STA's website: www.sta.ca.gov.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2018-19; and
2. Authorize the Executive Director to submit the FY 2018-19 Comprehensive Annual Financial Report (CAFR) to the Government Finance Officers Association (GFOA).

Attachment:

- A. Solano Transportation Authority Comprehensive Annual Financial Report (CAFR) for the Year Ended June 30, 2019. (Copies have been provided to the STA Board Members under separate enclosure). Copy of the report is posted at STA's website – www.sta.ca.gov.



DATE: November 20, 2019
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Regional Transportation Impact Fee (RTIF) 6th Annual Report

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The Solano County Board of Supervisors agreed to include a \$1,500 per dwelling unit equivalent for the RTIF as part of the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014. Each of seven cities and the County participate in the selection of RTIF projects through seven RTIF Working Groups.

The STA is responsible for administering the RTIF Program and is required to provide a RTIF annual report to the Solano County Board of Supervisors. The annual report includes status updates on the RTIF financials and the status of the approved projects funded by the RTIF. The STA submits the RTIF Annual Report in order to be included in the County's PFF Annual Report. This year marks the 6th RTIF Annual Report.

Discussion:

RTIF Annual Report for FY 2018-19

The RTIF Annual Report for Fiscal Year 2018-19 (FY 2018-19) is included as Attachment A to this report. In summary, a total of \$1.608 million was collected for eligible RTIF projects in FY 2018-19 (after accounting for STA's two percent administrative fee to manage the program). The RTIF revenue collected was an increase of over \$600,000 in comparison to last fiscal year which had \$1.044 million collected. Since the program began, a total of \$7,084,948 has been collected with over 90% of the funds obligated or committed to priority RTIF projects.

In Fiscal Year 2018-19, five of the seven RTIF Working Groups have completed their priority project or had projects under construction:

1. Working Group 1 – Jepson Parkway – Phase 1B in Vacaville **CON in FY 2020/21**
2. Working Group 2 – McCormack Rd in Rio Vista – **In Design**
3. Working Group 3 – Fairgrounds/SR 37 SolanoExpress Bus Stop – **Project Complete**
4. Working Group 4 – Green Valley Overpass – **Project Complete**
5. Working Group 5 – SR113 Corridor Safety Study – **Project Underway**
6. Working Group 6 - Fairgrounds/SR 37 SolanoExpress Bus Stop – **Project Complete**
7. Working Group 7 - Dixon Advanced Rail and Traffic Safety Study – **Project Underway**

Table 1 on page 4 of the Report provides details on the current revenue status of each working group. As of the end of FY 2018-19, the STA Board approved the allocation of over 85% of RTIF revenue to implement approved RTIF Projects. In total, approximately 50% of all RTIF

revenue collected has been dispersed to projects. The remaining balance is programmed to be dispersed in FY 2019-20 and future years.

Nexus Study and Fee Update

As is required by law, every 5 years the County must update the Nexus study for the PFF. This study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). An increase to \$2,500 per DUE would mean that the projected RTIF, average revenue would increase to over \$2M per year, rather than the \$1.2M a year it has been averaging.

This recommendation was presented to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers. The proposed increase in the RTIF amount was not source of controversy during these meetings with support from STA, as the overall PFF amount was not proposed to increase, just the portion allocated to the RTIF. The Board of Supervisors passed the updated PFF, with an increased RTIF amount at the August 6th meeting. The updated PFF schedule of fees is expected to be effective starting on October 6, 2019.

Solano County recently updated the Nexus Study for the Public Facilities Fee (PFF), which is required to be updated every 5 years. Since this update, several projects have been proposed by member agencies to accommodate growth in particular areas. These new projects will need to be added to a Nexus Study Update for the RTIF portion of the PFF. Costs associated with this update will come from the available revenue of the working groups requesting the update.

New Projects to include in Nexus Study Update:

- Working Group 2: Sunset Ave Railroad Crossing (Suisun City), Airport Rd (Rio Vista)
- Working Group 4: West Texas Gateway
- Working Group 5: Parkway Blvd Overcrossing, Pedrick Road in Dixon, West A St Undercrossing

RTIF Working Groups will reconvene in the summer of 2020 as part of their annual meeting requirement for the purposes to confirm progress, reassess priority projects, and discuss expenditures of RTIF funding.

At their meetings held on November 19th and November 20th, the SolanoExpress Intercity Transit Consortium and the STA TAC approved to forward the recommendation to the STA Board at their meeting scheduled on December 11, 2019.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Approve the 6th Annual Solano Regional Transportation Impact Fee (RTIF) Report as shown in Attachment A.

Attachment:

For immediate review and printing:

Click here: [6th Annual Solano Regional Transportation Impact Fee \(RTIF\) Report](#)



Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

6th Annual Report For Fiscal Year 2018-19 December 11, 2019



Solano County Regional Transportation Impact Fee (RTIF)
(A Component of the Solano County Public Facility Fee)
Annual Report for Fiscal Year 2018-19

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Introduction

On December 3, 2013, the Solano County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a recommendation and request by the STA Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study. As a result, the County of Solano, in partnership with seven cities, then began collecting the RTIF on February 3, 2013 based on the approved fee schedule included in Exhibit A on page 6. Since the program began, STA administered a total of \$7,084,948 collected with over 90% of the funds obligated or committed to priority RTIF projects.

This year, the RTIF program has seen several projects completed and is starting to show improvements in traffic operations and safety. Working Groups (WG) 1's project, Jepson Parkway Phase 1 in Vacaville, was opened to traffic in Summer 2018. WG5 and WG7's priority project, Safety Improvements along Porter and Midway Rd, was also completed in Summer 2018 and is already reducing collisions in the area. Finally, the Benicia Bus Hub has completed all construction activities in 2018 and was opened officially in August 2019 with service from the new SolanoExpress Blue Line.

Nexus Study and Fee Update

As is required by law, every 5 years the County must update the Nexus study for the PFF. This study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). An increase to \$2,500 per DUE would mean that the RTIF projected average would increase to over \$2M per year, rather than the \$1.2M a year it has been averaging.

This recommendation was presented to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers. The Board of Supervisors passed the updated PFF, with the increased RTIF amount at their August 6th meeting. The updated PFF schedule of fees is expected to be effective starting on October 6, 2019.

FY 2018-19 RTIF Revenue

In summary, a total of \$1.608 million was collected for eligible RTIF projects in FY 2018-19 (after accounting for STA's two percent administrative fee to manage the program). The RTIF revenue collected was an increase of over \$600,000 in comparison to last fiscal year which had \$1.044 million collected.

Figure 1. FY 2018-19 RTIF Revenue Collection by Quarter

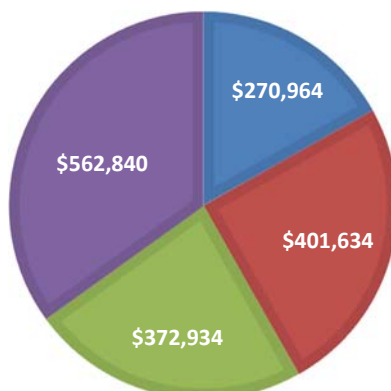
The 4th quarter of FY 2018-19 was the largest amount collected in one quarter since the inception of the RTIF program. FY 2018-19 was also the largest amount collected for any fiscal years since the RTIF began collecting revenue. This bodes well for working group available funding balances to advance RTIF projects and in 2013 highlights the increasing development activities in Solano County.

Total RTIF Revenue Eligible for Projects in FY 2018-19: \$1.608M

Figure 1: RTIF revenue collection by quarter for FY 2018-19.

RTIF REVENUE BY QUARTER FOR ELIGIBLE PROJECTS

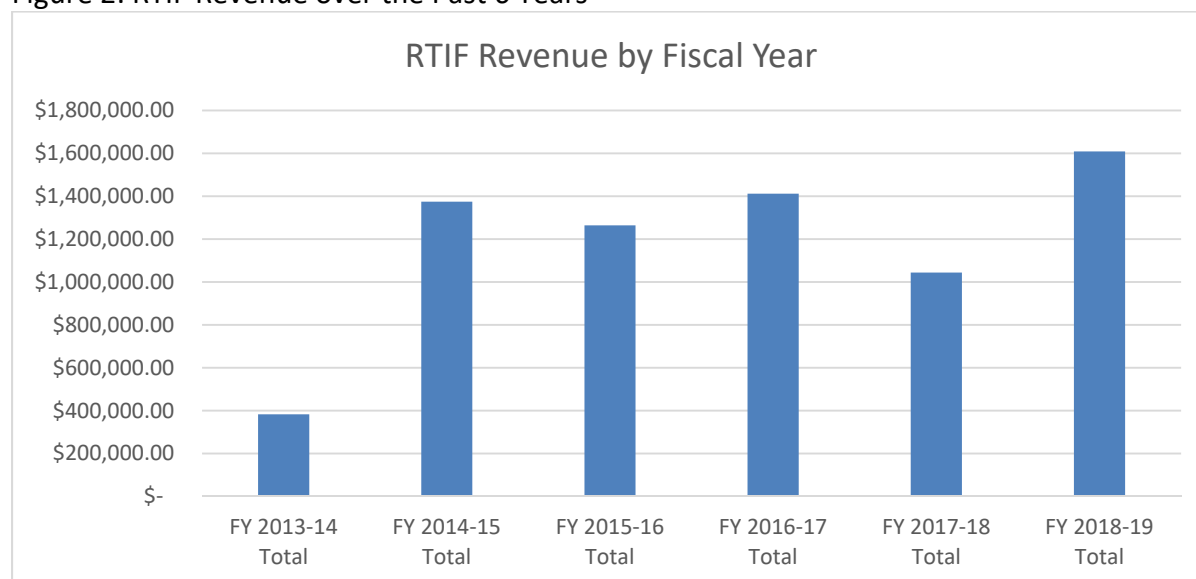
■ FY 2018-19 1st Quarter ■ FY 2018-19 2nd Quarter ■ FY 2018-19 3rd Quarter ■ FY 2018-19 4th Quarter



Regional Transportation Impact Fee Revenue over the Past 5 Years

The RTIF program is projected to grow over time, with the growth of Solano County's economy and population. Figure 2 below shows that development has been relatively steady since the RTIF was established, with annual revenues averaging approximately \$1.2M.

Figure 2: RTIF Revenue over the Past 6 Years

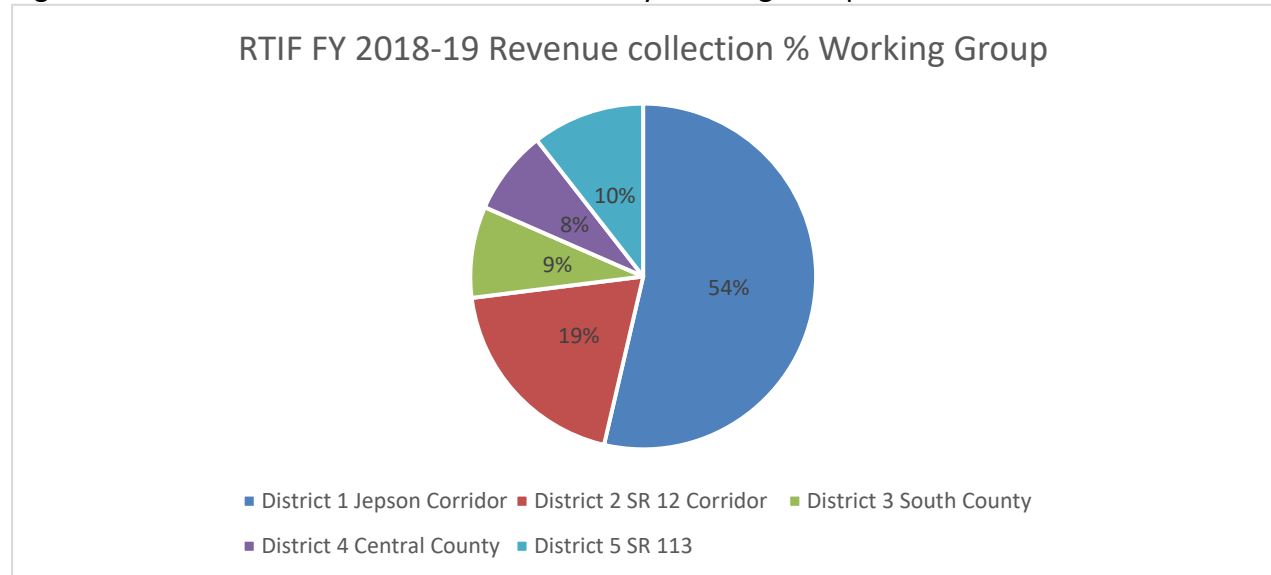


Regional Transportation Impact Fee Revenue and Working Group Districts

For RTIF revenue disbursements, the county is divided into five geographical RTIF districts, with a Working Group identified for each district. Exhibit B on page 7 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group. Table 1 on page provides details on the current revenue status of each working group. Exhibit C on page 7 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

Figure 3: RTIF FY 2018-19 revenue collection % by Working Group



The top two Districts with the majority of development and building activities are within District 1 (Jepson Parkway Corridor) and District 2 (SR 12 Corridor); together this represents 73% of the development in Solano County. The cities of Fairfield, Vacaville, Suisun City, and Rio Vista, and the portions unincorporated County of Solano are included within these Districts.

RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five transit operators. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District's project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience implementation issues.

In Fiscal Year 2018-19, five of the seven RTIF Working Groups have completed their priority project or had projects under construction:

1. Working Group 1 – Jepson Parkway – Phase 1B in Vacaville **CON in FY 2020/21**
2. Working Group 2 – McCormack Rd in Rio Vista – **In Design**
3. Working Group 3 – Fairgrounds/SR 37 SolanoExpress Bus Stop – **Project Complete**
4. Working Group 4 – Green Valley Overpass – **Project Complete**
5. Working Group 5 – SR113 Corridor Safety Study – **Project Underway**
6. Working Group 6 - Fairgrounds/SR 37 SolanoExpress Bus Stop – **Project Complete**
7. Working Group 7 - Dixon Advanced Rail and Traffic Safety Study – **Project Underway**

Working Group District	Project	Balance of RTIF to End of FY 18/19	Approved Obligation	Working Group Status
1	Jepson Parkway Vacaville Phases	\$2,121,300	\$3,500,000	Vacaville's Jepson Parkway will get \$3.5M for Phase 1B, then Fairfield will get the next \$3.5M for either New Canon Rd. or Fairfield's Jepson Parkway Segments
2	McCormick Road Repaving Project in Rio Vista	\$468,704	\$156,235	McCormack Rd currently in design. Remaining funding will go to either Sunset Ave or Railroad Ave in Suisun.
3	SR37/ Fairgrounds Dr. SolanoExpress Bus Stop	\$239,864	FY 2016-17 through FY 2021-22	Working Groups 3 and 6 RTIF revenue recommended for a six year allocation as part of a finance plan to fully fund the Fairgrounds Dr/SR 37 SolanoExpress Bus Stop.
4	West Texas Gateway (Dependent on Nexus Study Update)	\$108,222	TBD	Update of Nexus Study required
5	Dixon Advanced Traffic and Rail Safety Study	\$418,119	\$60,000	Working Group 5 combined RTIF revenue with Working Group 7 to provide funds to study the need for grade-separation in near Dixon.
5	SR 113 Corridor Study		\$20,000	Traffic study on SR 113 in Dixon/Unincorporated County of Solano. Plan to be complete by end of 2019. Projects resulting from this study will be priority of WG5.
6	SR37/ Fairgrounds Dr. SolanoExpress Bus Stop	\$146,119	\$300,000	Working Groups 3 and 6 RTIF revenue recommended combined for a finance plan to fully fund the Fairgrounds Dr/SR 37 SolanoExpress Bus Stop.
7	Dixon Advanced Traffic and Rail Safety Study	\$232,487	\$90,000	Working Group 5 combined RTIF revenue with Working Group 7 to provide funds to study the need for grade-separation in near Dixon.
7	McCormack Rd *(New Eligible Project)		\$151,061	Working Group 2 combined RTIF revenue with Working Group 7 to provide matching funds for the McCormack Rd Paving project. Tentative construction in 2020.
Total		\$3,734,815	\$4,487,296	90% of collected RTIF funds have been obligated to approved RTIF Projects. Roughly 50% of RTIF revenues collected through FY 17/18 has been disbursed, the remaining balance anticipated to be disbursed in future years. Numerous projects are banking their remaining balance in anticipation of design completion and being ready for construction.

As of the end of FY 2018-19, the STA Board approved the allocation of over 85% of RTIF revenue to implement approved RTIF Projects. In total, approximately 50% of all RTIF revenue collected has been dispersed to projects. The remaining balance is programmed to be dispersed in FY 2019-20 and future years as RTIF-eligible projects advance.

FY 2019-20 RTIF Working Group Recommendations and Approvals

All seven RTIF Working Groups met during the month of August 2019. During these meetings, the upcoming FY 2019-20 projected revenue was discussed and it was confirmed the projects for which these funds would be distributed.

All of the RTIF Working Groups are making progress on their projects with two completed or nearing completion:

- Working Group 1 – Jepson Parkway – Fairfield phase under construction.
- Working Group 2 - Hwy 12 Church Road Project included in SR12 SHOPP project
- Working Group 3 - Fairgrounds Dr Solano Express Bus Stop Complete
- Working Group 6 – Fairgrounds Dr Solano Express Bus Stop Complete

Project Recommendations for FY 2019/20 include:

- Working Group 1: Working group members discussed the need to update the existing funding agreement, which allocated the first \$3.5M in RTIF revenue generated by this district to Phase 1B of Jepson Parkway in Vacaville and the following \$3.5M to Phase 2C of Jepson Parkway in Fairfield. Since that agreement was finalized, annual revenue has not reached projected levels of funding, effectively delaying both projects. STA will update the matrix for projected payoff dates for each project in Vacaville and Fairfield. **Members need to discuss updating their funding agreement to make sure each project has its funding needs fulfilled.**
- Working Group 2: Working group members discussed dividing the current unexpended revenue, using one third of available funding (\$156,234) toward the completion of the McCormack Road Repaving Project in Rio Vista. Members would like to include the Sunset Avenue Railroad Crossing and Airport Road projects in the next *Nexus Study* Update. **Members will discuss how to expend the remaining two thirds of the available revenue after the *Nexus Study* is updated.**
- Working Group 3: With funding committed through FY 2021-22 for the Fairgrounds Dr Improvements, working group members decided to reconvene next fiscal year to discuss future priorities.
- Working Group 4: Working group members discussed the need to select a new project now that the Green valley Overpass is complete. Members determined that the North Connector West Project should not begin until the I-80/I-680/SR 12 Project is complete, and that the West Texas Gateway Project was a potential candidate for future funding, pending the *Nexus Study* update. **Members will discuss how to expend available revenue after the *Nexus Study* is updated.**
- Working Group 5: Working group members discussed the current SR 113 Improvement Study and the possibility of working with Caltrans to improve the city portions of SR 113 as a Complete Streets project in the future. Members proposed including Parkway Blvd, Pedrick Rd, and West A St Undercrossing in the *Nexus Study* Update. **Members will discuss how to expend available revenue after the *Nexus Study* is updated.**
- Working Group 6: recommended to dedicate future Working Group 6 RTIF funds towards the Fairgrounds Dr/SR 37 Solano Express Bus Stop project.
- Working Group 7: County staff recommended McCormack Rd as their priority project going forward. They anticipate banking money until project costs are known.

Solano County recently updated the Nexus Study for the Public Facilities Fee (PFF), which is required to be updated every 5 years. Since this update, several projects have been proposed by member agencies to accommodate growth in particular areas. These new projects will need to be added to a Nexus Study Update for the RTIF portion of the PFF. Costs associated with this update will come from the available revenue of the working groups requesting the update.

New Projects to include in Nexus Study Update:

- Working Group 2: Sunset Ave Railroad Crossing (Suisun City), Airport Rd (Rio Vista)
- Working Group 4: West Texas Gateway
- Working Group 5: Parkway Blvd Overcrossing, Pedrick Road in Dixon, West A St Undercrossing

EXHIBIT A

Regional Transportation Impact Fee Schedule

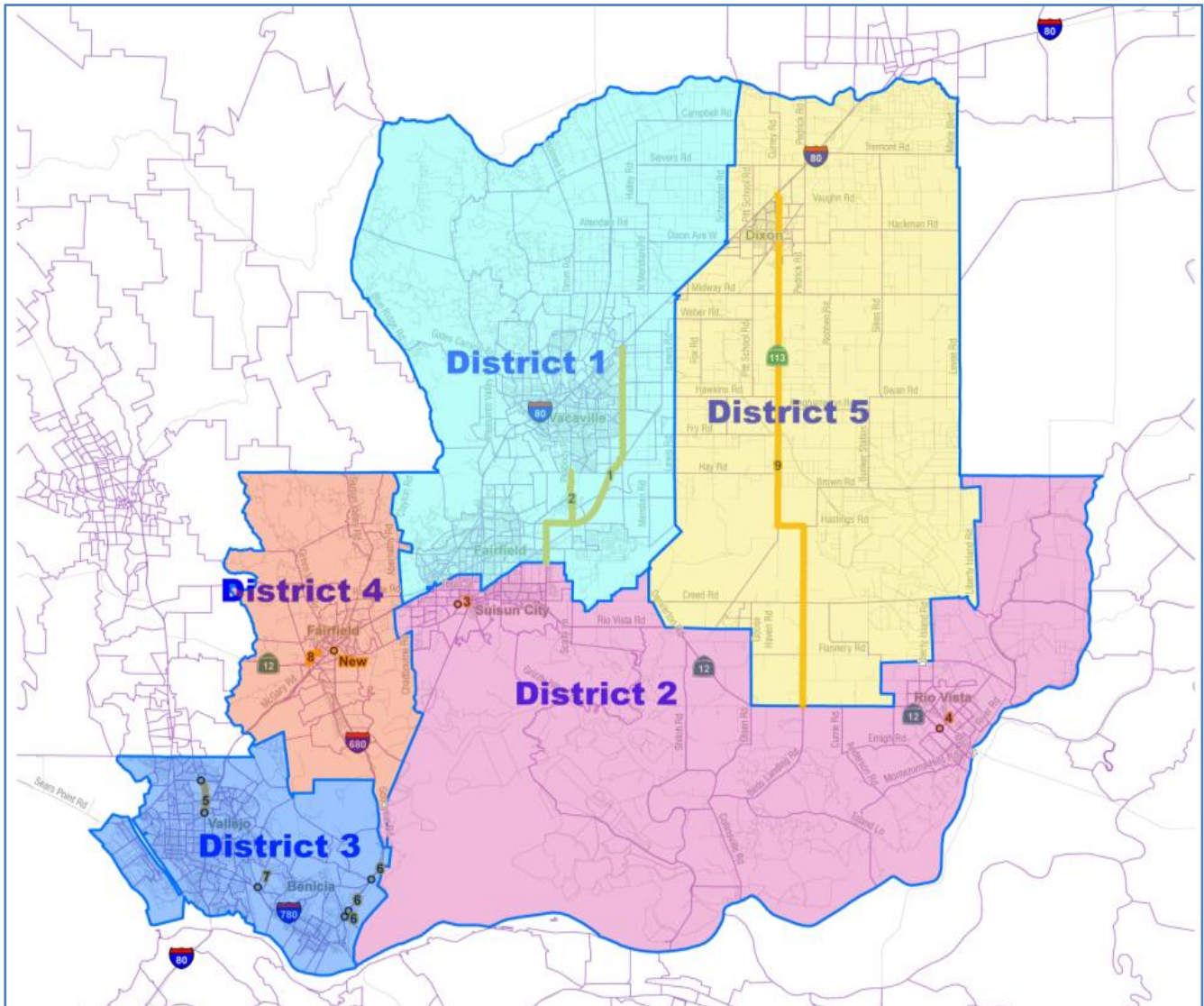
Approved by Solano County Board of Supervisors on December 3, 2013 as part of the Solano County Public Facility Fee and in use for Fiscal Year 2018/19.

Fee Category	Fee
Residential	
Single Family Residential (SFR)	\$1,500
Multi Family Residential (MFR)	\$930
2nd SFR Unit/Accessory Unit	\$805
MFR Senior/Retirement Housing	\$585
Non-residential	Per 1,000 Building Square Feet
Retail/Commercial	\$382
Service Commercial	\$980
Assembly Uses	\$75
General/Medical Office	\$269
Hotels/Motels	\$230
Industrial	\$110
Warehouse/Distribution	\$36
Institutional	
Health Care Facility	\$180
Place of Worship	\$75
Congregate Care Facility	\$67
Private School	\$793
Child Day Care Facility ¹	Exempt
Agricultural Uses	
Riding Arena	\$47
Barn	\$27

¹ Child Day Care facilities are exempt from the Regional Transportation Impact Fee based on the assumption that most of the trips associated with child day care centers are local in nature and/or included as part of linked commutes (e.g. travel to work)

EXHIBIT B

Solano Regional Transportation Impact Fee District Map



RTIF Revenue History for FY 2018-19						
	FY 2018-19 1st Quarter	FY 2018-19 2nd Quarter	FY 2018-19 3rd Quarter	FY 2018-19 4th Quarter	FY 2018-19 Total	Grand Total
RTIF Collection	\$ 276,494	\$ 409,825	\$ 380,466	\$ 574,327	\$1,641,112	\$7,246,325
2% STA Administration	\$ 5,530	\$ 8,196	\$ 7,609	\$ 11,487	\$32,822	\$144,927
RTIF Revenue for Eligible Projects	\$ 270,964	\$ 401,634	\$ 372,857	\$ 562,840	\$1,608,295	\$7,084,871
District 1 Jepson Corridor	\$ 127,203	\$ 199,186	\$ 191,320	\$ 258,795	\$776,504	\$3,496,492
District 2 SR 12 Corridor	\$ 56,041	\$ 99,654	\$ 43,240	\$ 81,602	\$280,538	\$590,185
District 3 South County	\$ 25,436	\$ 31,281	\$ 33,398	\$ 33,467	\$123,582	\$299,795
District 4 Central County	\$ 6,691	\$ 21,831	\$ 51,200	\$ 34,530	\$114,252	\$1,388,222
District 5 SR 113	\$ 28,497	\$ 9,519	\$ 16,414	\$ 98,161	\$152,591	\$601,690
District 6 Transit (5%)	\$ 13,548	\$ 20,081	\$ 18,643	\$ 28,142	\$80,414	\$354,243
District 7 County Road (5%)	\$ 13,548	\$ 20,081	\$ 18,643	\$ 28,142	\$80,414	\$354,243
Total RTIF Revenue Received for Eligible Projects:	\$270,964	\$401,634	\$372,857	\$562,840	\$1,608,295	\$7,084,871



Regional Transportation Impact Fee (RTIF)

Working Group Districts

Project Implementation Status

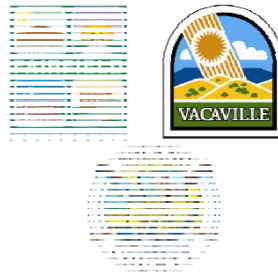
Working Group District 1

1. Description

Working Group District 1 includes all of Vacaville, a portion of northeast Fairfield and the surrounding area of unincorporated Solano County. Working Group District 1 reported the highest collection of RTIF in FY 2018-19 with \$776,504 generated for the Jepson Parkway Project. The participating agencies in Working Group District 1 have agreed to utilize the accumulated RTIF funds beginning in FY 2016-17, including FY 2018-19, and future years, until the total reaches \$3.5M for the Vacaville phase 1B of Jepson Parkway. After the first \$3.5M is collected and disbursed to the City of Vacaville, New Canon Road located in the City of Fairfield or Fairfield's remaining segments of Jepson Parkway, will be the project for which the remaining money will fund. New Canon Road was included in the updated Nexus study for 2019.

2. Participating Agencies:

- City of Fairfield
- City of Vacaville
- Solano County



3. RTIF Priority Project

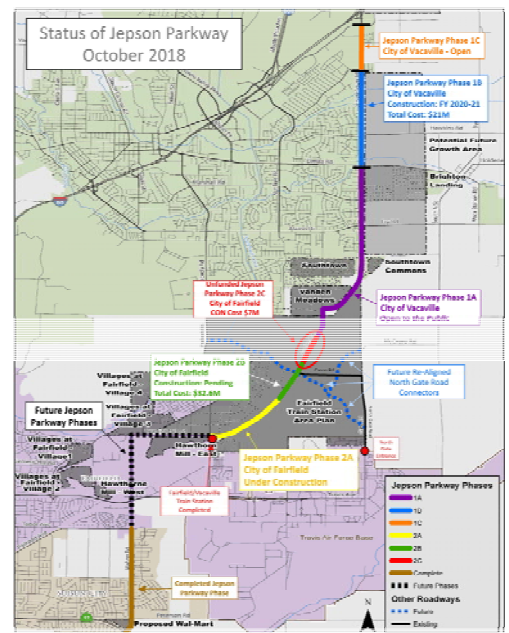
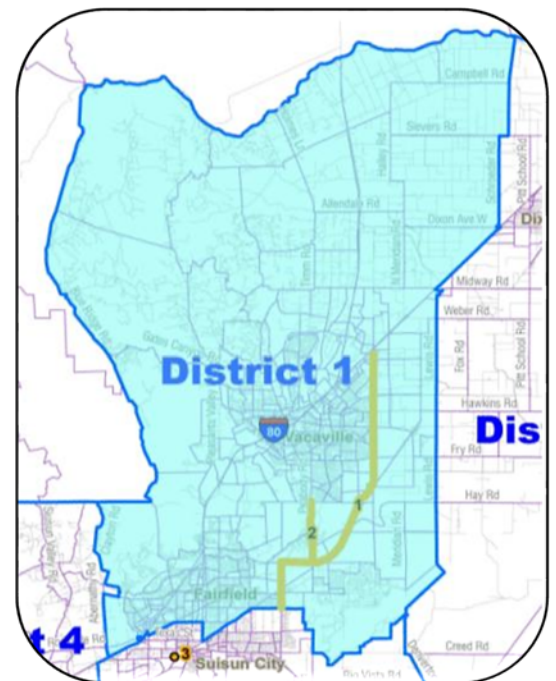
Jepson Parkway Project

Project Implementation Status: Project accruing revenue. Phase 1B expected to begin construction in FY 2020-21

4. RTIF Financial Status: Working Group District 1

- FY 2018-19 Reported RTIF Revenue: \$776,504
- RTIF Carryover funds: \$2,719,988
- Payments: \$1,375,192
- Remaining Balance: \$2,121,300

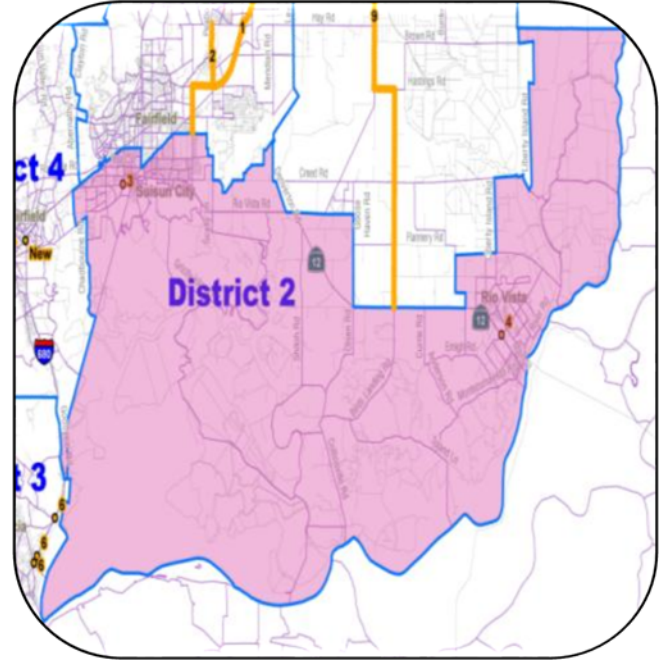
*Project is accruing revenue since FY 2016-17, to be used in Construction for Phase 3A in Vacaville



Working Group District 2

1. Description

The Working Group District 2 includes all of the cities of Rio Vista, Suisun City, and portions of southern Fairfield and the surrounding area of unincorporated Solano County. A larger than previous year collection of RTIF was reported in FY 2018-19 with \$280,538. The Working Group will be using one third of available funding (\$156,234) toward the completion of the McCormack Road Repaving Project in Rio Vista. The Sunset Avenue Railroad Crossing and Airport Road projects will be included in future updates to the *Nexus Study*.



2. Participating Agencies:

- City of Fairfield
- City of Rio Vista
- City of Suisun City
- Solano County



3. RTIF Project

McCormack Road Repaving Project

Project Implementation Status: Design Underway

4. RTIF Financial Status: Working Group District 2

- | | |
|--------------------------------------|-----------|
| a. FY 2018-19 Reported RTIF Revenue: | \$280,538 |
| b. RTIF Carryover funds: | \$309,647 |
| c. RTIF Payments: | \$121,481 |
| d. Remaining Balance: | \$468,704 |



Working Group District 3

1. Description

The Working Group District 3 includes all of the cities of Benicia and Vallejo and the surrounding area of unincorporated Solano County. A modest collection of RTIF was reported in FY 2018-19 with \$121,582 generated for the SR 37/Redwood Street/Fairgrounds Drive. The participating agencies in Working Group District 3 agreed to a total RTIF allocation of 6 years starting in FY 2016-17 to the Fairgrounds Dr/SR37 SolanoExpress Bus Stop project.



2. Participating Agencies:

- City of Benicia
- City of Vallejo
- Solano County



3. RTIF Projects

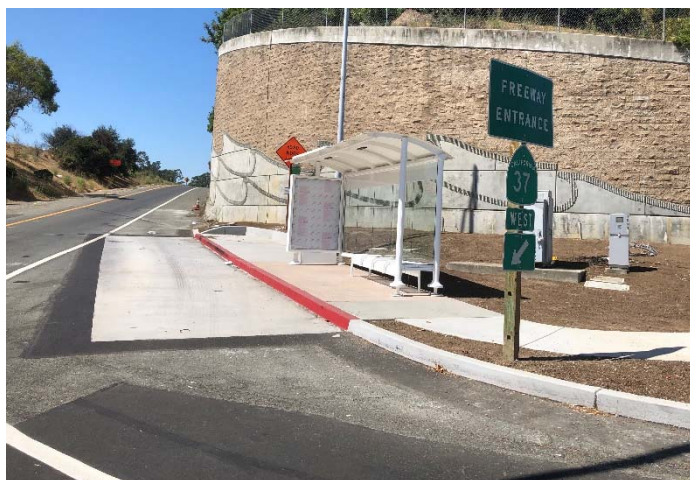
SR 37/Redwood Street/Fairgrounds Drive

Project Implementation Status: Bus Stops project completed in July 2019. Project Payback in progress



4. RTIF Financial Status: Working Group District 3

- | | |
|--------------------------------------|-----------|
| a. FY 2018-19 Reported RTIF Revenue: | \$121,582 |
| b. RTIF Carryover funds: | \$176,213 |
| c. RTIF Payments: | \$60,000 |
| d. Remaining Balance: | \$239,795 |



Working Group District 4

1. Description

The Working Group District 4 includes a portion of City of Fairfield and the surrounding area of unincorporated Solano County. The Working Group District 4 reported its lowest collection since the inception of RTIF in FY 2018-19 with \$114,252. The participating agencies in Working Group District 4 determined that the North Connector West Project should not begin until the I-80/I-680/SR 12 Project is complete, and that the West Texas Gateway Project was a potential candidate for future funding, pending their inclusion as potential projects in a *Nexus Study* update.

2. Participating Agencies:

- a. City of Fairfield
- b. Solano County



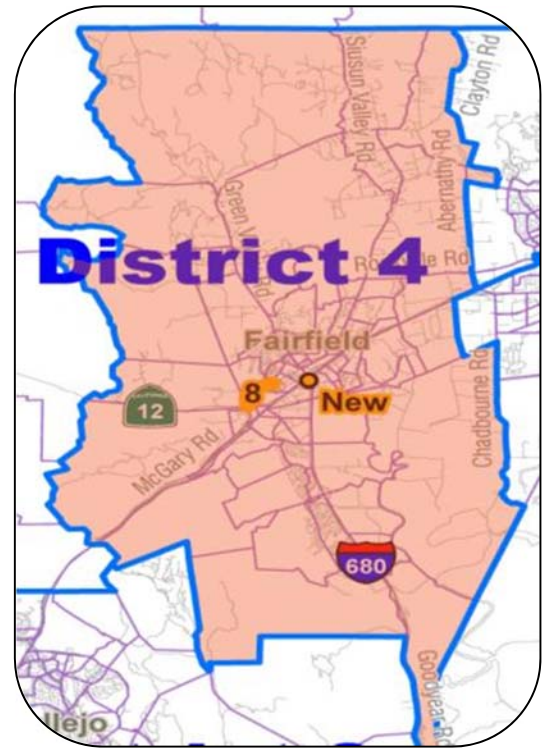
3. Priority RTIF Project:

TBD based on Nexus Study Update

Project Implementation Status: Construction complete

4. RTIF Financial Status: Working Group District 4

- a. FY 2018-19 Reported RTIF Revenue: \$114,252
- b. RTIF Carryover funds: \$1,273,970
- c. RTIF Payments: \$1,280,000
- d. Remaining Balance: \$108,222



Working Group District 5

1. Description

The Working Group District 5 includes all of the city of Dixon and the surrounding area of unincorporated Solano County. A moderate collection of RTIF was reported in FY 2018-19 with \$152,591 generated for this working group. The participating agencies in Working Group District 5 agreed they would like projects resulting from the 113 Corridor Study to be the future priority. Members proposed including Parkway Blvd, Pedrick Rd, and West A St Undercrossing in forthcoming *Nexus Study* updates.

2. Participating Agencies:

- a. City of Dixon
- b. Solano County

3. Priority RTIF Projects:

SR 113 Corridor Study - \$20k

Project Implementation Status: SR 113 Corridor Study nearly complete

4. RTIF Financial Status: Working Group District 5

- a. FY 2018-19 Reported RTIF Revenue: \$152,591
- b. FY 2013-14 RTIF Carryover funds: \$449,099
- c. RTIF Payments: \$183,571
- d. Remaining Balance: \$418,119



Working Group District 6

1. Description

Working Group District 6 comprises Solano County's Transit Operators. This Working Group was approved to receive 5% of RTIF for transit projects. A total of \$80,414 of RTIF was generated in FY 2018-19 for the recently completed SR37/Fairgrounds Dr Solano Express Bus Stop. A total of \$300,000 has been approved from Working Group 6 to go to this project.

CITY COACH



2. Participating Agencies:

- City of Benicia
- City of Dixon
- City of Fairfield
- City of Suisun
- City of Vacaville
- Solano County Transit (SolTrans)
- County of Solano



3. Priority RTIF Project

SR37/Fairgrounds Dr Solano Express Bus Stop

- Project Implementation Status: Under Design.
Completed in July 2019. \$300,000 approved for allocation to this project.



4. RTIF Financial Status: Working Group District 6

- | | |
|--------------------------------------|-----------|
| a. FY 2018-19 Reported RTIF Revenue: | \$80,414 |
| b. RTIF Carryover funds: | \$273,829 |
| c. RTIF Payments: | \$208,128 |
| d. Remaining Balance: | \$146,115 |



Working Group District 7

1. Description

Working Group District 7 comprises of Solano County unincorporated road improvements. This Working Group was approved to receive 5% of RTIF for road improvement projects. A total of \$80,414 of RTIF was generated in FY 2018-19 for eligible unincorporated road improvements. County staff recommended McCormack Rd as their priority project going forward. They anticipate banking money until costs are known

2. Participating Agencies:

- a. County of Solano

3. RTIF Priority Projects

- a. McCormack Rd

4. RTIF Financial Status: Working Group District 7

- a. FY 2018-19 Reported RTIF Revenue: \$80,414
- b. RTIF Carryover funds: \$273,829
- c. Project Expenditures: \$121,760
- d. Remaining Balance: \$232,483



Working Group Members for FY 2018/19

Working Group	Member Agencies Included	Members
1	Fairfield, Vacaville, Solano County	Paul Kaushal, Sean Cunningham, Matt Tuggle
2	Fairfield, Suisun City, Rio Vista, Solano County	Paul Kaushal, Nick Lozano, Robert Hickey, Matt Tuggle
3	Benicia, Vallejo, Solano County	William Tarbox, Terrance Davis, Matt Tuggle
4	Fairfield, Solano County	Paul Kaushal, Matt Tuggle
5	Dixon, Solano County	Joe Leach, Matt Tuggle
6	Solano County	Matt Tuggle
7	FAST, SolTrans, City Coach, Delta Breeze, Dixon Redit-Ride	Diane Feinstein, Beth Kranda, Lori Damassa, Brandon Thomson, Claudia Williams



DATE: November 25, 2019
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Release of the Draft Comprehensive Transportation Plan (CTP) Equity Chapter for Public Comment

Background:

The purpose of the Equity Chapter of STA's Comprehensive Transportation Plan (CTP) is to be proactive in engaging the public on their mobility needs, exploring existing transportation inequities within the county, and creating equity strategies and/or principles to guide future transportation project and program development.

Previously, the STA has addressed equity informally or specifically through past projects and programs. Examples include work completed as part of the Solano Lifeline Program for low income residents, Community-Based Transportation Plans, Climate Action Plans, various Mobility programs for older adults and persons with disabilities, Safe Routes to School programs and projects for students. Formally addressing transportation equity will be important for the STA moving forward as Solano County continues to diversify and age, and the regional and State emphasis on the issue.

At the January STA Board Meeting, the STA Board recommended members for the Equity Working Group. The Equity Chapter Working Group has been established to include a diverse group of participants -- their primary purpose is to discuss issues of equity within the county, how they relate to transportation, and how STA can be more proactive in addressing inequities. Part of the process in the development of the Equity Chapter for the CTP has been the creation of the Transportation Equity Guiding Principles -- developed and championed by the individuals serving as part of STA's Equity Working Group.

Discussion:

The Equity Working Group developed the Comprehensive Transportation Plan's (CTP) Equity Guiding Principles which was approved by the STA Board at their October 9th meeting. These guiding principles were the basis for the CTP's Equity Chapter which was reviewed by the Equity Working Group in October (Attachment A).

The Equity Chapter is the STA's first attempt to define equity and environmental justice in the context of transportation. It includes maps that identify where Solano County's most vulnerable populations are located as defined by the State and the Region. It also provides an inventory of regional equity initiatives and potential performance measures to consider for future planning documents.

The Equity Working Group recommended the Equity Chapter for public comment followed by the SolanoExpress Consortium and STA Technical Advisory Committee at their November 19th and 20th meeting, respectively.

Fiscal Impact:

None.

Recommendation:

Approve releasing the Draft Equity Chapter for a 30-day public comment period.

Attachment:

- A. Draft Equity Chapter provided under separate cover



DATE: November 25, 2019
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: STA's Draft 2020 Legislative Platform and Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On February 13, 2019, the STA Board approved its 2019 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2019.

The STA's Legislative Platform was first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants. It was then reviewed by member and partner agencies for input. This item was presented to the SolanoExpress Intercity Transit Consortium (Consortium) on September 24, 2019, and to the Technical Advisory Committee (TAC) on September 25, 2019. Both Committees unanimously passed the staff recommendation (to distribute the draft document for review and public comment) on to the STA Board. The STA Board approved and released the draft document on October 9, 2019.

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: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The STA Board released the Draft 2020 Legislative Platform for review and comment at their October 9, 2019 meeting. The thirty-day comment period closed on November 13, and comments were received from STA's projects and programs staff and from the City of Vallejo. These comments are incorporated into the Final Draft of the STA's 2020 Legislative Platform (Attachment E) and presented to the Consortium and the TAC with a request to forward it to the Board for adoption. Both Committees unanimously approved staff's recommendation.

The State Legislature is currently on recess and will reconvene on January 6, 2020. Senate Bill 278 (Beall) is currently in the Senate Committee of Transportation and a hearing is scheduled for January 13, 2020. The current language will be amended to adapt legislation for FASTER Bay Area. FASTER Bay Area (comprised of the Bay Area Council, the Silicon Valley Leadership Group, and the San Francisco Bay Area Planning and Urban Research Association) is seeking a measure for the November 2020 ballot, which would raise \$100 billion for transportation projects via a 40-year, \$0.01 sales tax. Following their presentation to the STA Board Meeting on September 11, FASTER held two Town Hall Meetings at Solano EDC on November 19. Staff attended both Town Hall Meetings.

On November 20, staff participated on a SAFE (Safer Affordable Fuel-Efficient) Vehicle Rule Regional Coordination Meeting organized by the California Air Resources Board (CARB), CalSTA, and Caltrans. The Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) issued Part 1 of 2 of the SAFE Rule on September 19th and will take effect on November 26. Part 2 of 2 is expected to be released before the end of 2019. The major component of the SAFE Rule revokes California's authority to set its own air quality standards. While CARB is still assessing the total impact of the SAFE Rule, they have taken the following actions:

1. Filed a lawsuit against the Trump Administration on September 20th (CARB's council is confident that they will prevail based on the merits of the suit and their track record compared to the Trump Administration's win/loss record)
2. To address the lack of conformity with EMFAC, CARB has released Adjustment Factors for EMFAC2014 and EMFAC2017. CARB recommends that local agencies apply the Adjustment Factors and confirm if projects meet the new conformity requirements.

Projects that are exempt from conformity or projects that have already been approved may continue if there is no change of scope. CARB is putting together an FAQ and will post on their website in the near future. Additionally, CARB plans to hold additional stake holder meetings and meet with local transportation agencies that have near-term projects which are "at-risk." Staff will continue to participate in future coordination calls and report back to the Board. A summary of the SAFE Vehicles Rule is included in Attachment C.

On November 21, the President signed a continuing resolution (H.R. 3055) to keep transportation funding through December 20. Additionally, the resolution repeals a \$7.6 billion rescission of highway funds that was part of the FAST Act. This resolution also includes a Senate Amendment to block the implementation of the "Rostenkowski rule," which was an automatic 12% across the board cut to transit agencies.

SolTrans was awarded \$1.8M from the Bus and Bus Facilities Grant on November 23. These funds will be used to upgrade their operations and maintenance facility and to install electric chargers and other electrical improvements for their fleet of electric buses. STA assisted SolTrans with the grant application and the STA Board provided a letter of support.

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

Looking ahead to 2020, Senator Weiner is continuing to seek support in order to move Senate Bill 50 (SB50) forward. SB50 would allow for high density housing to be developed near transit-rich and jobs-rich areas. This bill is currently in the Senate Appropriations Committee and staff will continue to monitor. Additionally, the California Transit Association's Transportation Development Act (TDA) Task Force has been exploring alternatives to the existing TDA structure and anticipates legislation for TDA reform during this legislative cycle.

Updates on the following are detailed in Attachment A:

- Legislative Update
- FASTER Bay Area
- New PEPR Challenge Filed
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate continues to work with STA staff to craft STA's strategic objectives to align with those of available federal transportation funds. Updates on the following are detailed in Attachment B:

- Fiscal Year 2020 Appropriations
- Surface Transportation Reauthorization
- Prohibition on Purchase of Chinese Bus and Rail Cars
- Department of Transportation Developments
 - Notice of Funding Availability released - \$3.5 million Mobility for All Pilot Program applications due on January 6, 2020

At their November 19th and November 20th meetings, the Consortium and TAC Committees unanimously approved staff's recommendation.

Fiscal Impact:

None.

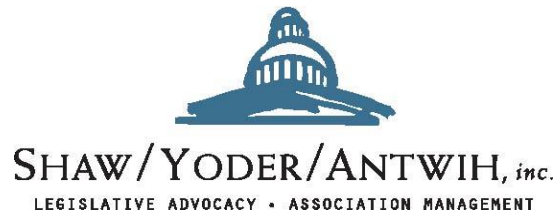
Recommendation:

Approve STA's 2020 Legislative Platform Final Draft with Amendments as shown in Attachment E.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SAFE Vehicle Rulemaking
- D. STA's Draft 2020 Legislative Platform
- E. STA's 2020 Legislative Platform Final Draft with Amendments

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November 18, 2019

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – December 2019**

Legislative Update

The Legislature is currently in recess. The Governor had until October 13 to take final action on bills sent to him in the final two weeks. The Legislature will reconvene for the second year of the 2019-20 Legislative Session on January 6. We are tracking several bills for STA, some of which are identified under ***Bills of Interest*** below.

In his final week to act on bills, Governor Newsom signed several bills STA was tracking or had taken a position on, including AB 1413 (Gloria), which would authorize two specific sets of contiguous cities (Benicia/Vallejo and Fairfield/Suisun) to seek voter-approval for a special tax for transportation purposes. The Governor also signed AB 1487 (Chiu), which establishes a regional housing funding agency to raise revenue to work to address the Bay Area's housing needs.

The Governor did veto a number of transportation bills, including SB 277 (Beall), which would have required all moneys in SB 1's Local Partnership Program to go out on a formula basis (versus the current 50/50 formula/competitive). The Governor also vetoed SB 127 (Wiener), which would have required Caltrans to consider complete streets projects when doing state highway work in urban areas.

Looking ahead to next year, a lot of focus will be on SB 50 (Wiener), which would clear the way for higher housing densities near transit. The author continues to work with stakeholders to find a compromise that will allow the bill to move forward. We could also see a TDA reform bill, which would be the work product of the California Transit Association's TDA Task Force. The Task Force has been tasked with exploring alternatives to the existing TDA structure. Finally, we expect to see a bill encapsulating the FASTER Bay Area effort.

FASTER Bay Area

In early January, Senator Jim Beall is likely to amend SB 278 (Beall) to include the funding authorization, voter-approval requirements, local process for ballot placement, and the specific programs and projects that will receive funding for the FASTER Bay Area nine-county ballot measure. Work continues locally and with committee staff on the latter in preparation for the amended version to come in to print. The current plan is to hear the bill in the Senate Transportation Committee in mid-January to meet the 2-year bill deadline (January 24). If the bill is to authorize the measure for the November 2020 ballot, it will also need to contain an urgency clause, which requires a two-thirds floor vote of both houses of the Legislature.

New PEPPRA Challenge Filed

On August 22, the Amalgamated Transit Union, International, joined by various ATU locals, filed in federal court a new PEPPRA-based lawsuit – this time, against the United States Department of Labor, in the United States District Court for the District of Columbia. The lawsuit, which calls for declaratory and injunctive relief, contests USDOL’s certification in 2019 of federal grants for California transit agencies over ATU’s PEPPRA-based objections, arguing that USDOL’s actions are “*contrary to law and in excess of USDOL’s statutory authority.*” USDOL’s certification of these grants began again on June 14, 2019 (i.e. after USDOL rejected ATU’s PEPPRA-based objections), as justified by USDOL in a decision transmitted from the Office of Labor-Management Standards Director Arthur Rosenfeld to ATU.

More specifically, the lawsuit contends that that the previous ruling from the United States District Court for the Eastern District of California (on which USDOL relied to begin certifying California’s transit grants) specifically denied California’s request for a broad permanent injunction to prevent USDOL from using PEPPRA to deny certification of federal grants to any California transit agency; and, instead, established a more limited permanent injunction preventing USDOL from relying on PEPPRA to deny certification of grants – namely, only as applied to Sacramento Regional Transit District and Monterey-Salinas Transit.

ATU is seeking invalidation of USDOL’s 2019 certification actions (excepting as related to the SacRT and MST grants), citing Section 706 of the Administrative Procedures Act, and, is requesting that the Court:

- 1) Issue a declaratory judgment stating that USDOL’s recent issuance of a series of grant certifications is contrary to law and in excess of its statutory authority, and thus invalid under the APA; and,
- 2) Issue a permanent injunction: (a) directing USDOL to revoke each of the eleven certifications issued by USDOL on June 14 over ATU’s PEPPRA-based objections; (b) directing USDOL to revoke each of the additional certifications subsequently issued by USDOL over ATU’s PEPPRA-based objections in reliance on the USDOL’s June 14 decision; and, (c) enjoining USDOL from issuing any further certifications over ATU’s PEPPRA-based objections.

Obviously, this is a serious threat to continued flow of federal funds to many transit agencies in California. The California Transit Association will work with stakeholders and impacts transit agencies to protect federal transit funds.

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program* - Vetoed by Governor

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 50 (Wiener) Housing Development: Equitable Communities Incentives* - 2-year Bill

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop. ***This bill was held in the Senate Appropriations Committee and is now a 2-year bill.***

SB 127 (Wiener) Complete Streets Projects on State Highways – Vetoed by Governor

This bill would require the California Department of Transportation (Caltrans) to consider incorporating complete streets elements on specified portions of the state highway system that serve as surface streets in cities, towns and neighborhoods.

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs – Signed by Governor

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. ***STA SUPPORTS this bill (February 13 Meeting).***

SB 152 (Beall) Active Transportation Program Funding - Dead

This bill would increase the share of active transportation (ATP) funds dedicated to regional agencies to 75 percent, distributed by population. Currently, regional agencies receive 40 percent of the funding in the ATP funds for distribution. This bill would give MTC additional resources to program for ATP projects. ***STA SUPPORTS this bill (April 10 Meeting). This bill was held in the Senate Appropriations Committee.***

SB 277 (Beall) Local Partnership Program – Vetoed by Governor

This bill would direct funds set aside for the Local Partnership Program (LPP) to be apportioned by formula, versus allocated by the CTC as is current practice. The bill would direct the CTC to develop new guidelines, in conjunction with local agencies, for the apportionment of the funds. The LPP receives \$200 million annually from the Road Maintenance and Rehabilitation Account and funds are available to self-help counties with sales taxes and/or developer fees used for transportation purposes.

SB 592 (Wiener) Housing Accountability Act - 2-year Bill

This bill would amend the Housing Accountability Act (HAA) to further strengthen the law applicability to new housing development permits and disapprovals from local governments. The bill would clarify the definition of “lower density” under the HAA and applies the HAA to accessory dwelling units, new bedrooms in an existing home, and single-family housing. In addition, it would provide that the HAA applies to any form of land use decision by a local agency, including a ministerial or use by right decision, in addition to a discretionary approval. The bill would also open local agencies up to liability for failing to comply with the HAA.

AB 185 (Grayson) HCD at CTC Meetings – Signed by Governor

Existing law requires the CTC and the State Air Resources Board to hold at least two joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

AB 252 (Daly) Caltrans NEPA Delegation – Signed by Governor

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. **STA SUPPORTS this bill (March 13 Meeting).**

AB 784 (Mullin) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Signed by Governor

This bill would exempt zero-emission transit buses from the state portion of the sales tax until January 1, 2024.

AB 1413 (Gloria) Local Sales Tax Measures – Signed by Governor

Existing law authorizes, upon approval of two-thirds of the voters, to impose a retail transaction and use tax for specified transportation purposes. This bill would authorize certain local agencies to impose a tax applicable to only a portion of its county if two-thirds of the voters voting on the measure within the portion of the county to which the tax would apply. **STA SUPPORTS this bill (September 18).**

AB 1487 (Chiu) Regional Housing Funding* - Signed by Governor

This bill, if amended, would enact the San Francisco Bay Area Regional Housing Finance Act and establish the Housing Alliance for the Bay Area (HABA), a regional entity governed by members of MTC and ABAG. HABA would be tasked with establishing a regional funding program to address housing needs in the Bay Area. **STA is SEEKING AMENDMENTS to this bill.**

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. **STA SUPPORTS this measure (January 9 Meeting).**

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified as others are included in the attached matrix.*

M E M O R A N D U M

November 18, 2019

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

During the months of October and November, we monitored developments in Washington and brought them to the attention of STA staff. We also updated STA staff regarding the status of the federal rulemaking regarding vehicle emissions standards and the revocation of California' waiver authority under the Clean Air Act.

Fiscal Year 2020 Appropriations

On October 31, the Senate passed H.R. 3055, a “minibus” of appropriations bills that would fund the Department of Transportation and certain other departments and agencies in fiscal year 2020. The House of Representatives passed its own version of the DOT funding bill in June, but the House assumed higher funding levels (before Congress reached a bipartisan budget agreement based on lower overall numbers).

Below is a comparison of the House and Senate DOT funding bills:

Program	Senate	House	FY 2019 Enacted
Better Utilizing Investments to Leverage Development (BUILD) grants	\$1 billion, of which:	\$1 billion, of which:	\$900 million
	\$15 million is for planning, preparation, and design.	\$20 million is for planning preparation, and design	
		\$20 million is for planning, preparation, and design in areas of persistent poverty	
Program	Senate	House	FY 2019 Enacted

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Federal-aid Highways Program (Highway Trust Fund)	\$46.3 billion, consistent with the FAST Act	\$46.3 billion	\$45 billion
Federal-aid Highways Program (General Fund)	<p>\$2.7 billion, of which:</p> <p>\$1.25 billion is for the Surface Transportation Block Grant program and the elimination of hazards at railway-highway grade crossings</p> <p>\$1.25 billion is for bridge repairs in small states with high rates of bridges not in good condition</p> <p>\$100 million is for the Nationally Significant Federal Lands and Tribal Projects grant program</p> <p>\$100 million is for Appalachia</p>	<p>\$1.77 billion, of which:</p> <p>\$1.5 billion is for the elimination of hazards and the installation of protective devices at railway-highway crossings, and to provide alternative fuel corridor charging infrastructure</p> <p>\$5.5 million is for the Puerto Rico Highway Program</p> <p>\$1.5 million is for the Territorial Highway Program</p> <p>\$166 million is for the nationally significant Federal lands and tribal projects program</p> <p>\$50 million is for railway-highway crossings</p> <p>\$15 million is for Advanced Digital Construction Management Systems</p> <p>\$12 million is for the Regional Infrastructure Accelerator Demonstration Program</p>	<p>\$3.25 billion, of which:</p> <p>\$27 billion is for state road and bridge projects</p> <p>\$16 million is for the Puerto Rico highway program</p> <p>\$5 million is for the territorial highway program</p> <p>\$25 million is for the nationally significant federal lands and tribal projects program</p> <p>\$475 million is for a bridge replacement and rehabilitation program in qualifying states that have a disproportionate percentage of bridge surface that is in poor condition</p>
Program	Senate	House	FY 2019 Enacted

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Federal-aid Highways Program (General Fund) (continued)		\$5 million is for a National Road Network Pilot Program	
		\$2 million is for research that leads to decreases in highway and pedestrian fatalities among Tribal populations	
Transit formula grants	\$10.1 billion, consistent with the FAST Act	\$10.8 billion	\$9.9 billion
Transit infrastructure grants	<p>\$560 million, of which:</p> <p>\$390 million is for bus and bus facilities grants (\$195 million for formula grants and \$195 million for competitive grants)</p> <p>\$40 million is for Low/No Emissions grants</p> <p>\$40 million is for state of good repair</p> <p>\$40 million is for rural area formula grants</p> <p>\$40 million is for high density state apportionment</p> <p>\$3 million is for the operation and maintenance of a bus testing facility</p> <p>\$7 million is for the demonstration and deployment of innovative mobility solutions</p>	<p>\$752 million, of which:</p> <p>\$386 million is for bus and bus facilities competitive grants</p> <p>\$102 million is for the Low/No Emissions grants</p> <p>\$250 million is for state of good repair</p> <p>\$1 million is for a bus testing facility</p> <p>\$6 million is for the operation and maintenance of a bus testing facility</p> <p>\$10 million is for grants to areas of persistent poverty</p>	<p>\$700 million, of which:</p> <p>\$350,000,000 for is for bus and bus facilities grants (\$160 million for formula grants and \$160 million for competitive grant)</p> <p>\$30 million for Low/No Emissions grants</p> <p>\$263 million is for state of good repair grants</p> <p>\$40 million is for formula grants for rural areas</p> <p>\$40 million is for high density state apportionments</p> <p>\$1 million is for bus testing facility</p> <p>\$6 million is available for bus testing facilities</p>
Program	Senate	House	FY 2019 Enacted

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Capital Investment Grants	\$1.978 billion, of which:	\$2.3 billion, of which:	\$2.55 billion, of which:
	\$1.5 billion is for New Starts	\$702 million is for New Starts	\$1.23 billion is for New Starts
	\$300 million is for Core Capacity	\$300 million is for Core Capacity	\$635 million is for Core Capacity
	\$78 million is for Small Starts		
	\$100 million is for expedited project delivery	\$430.8 million is for Small Starts	\$526.5 million is for Small Starts
		\$50 million is for expedited delivery	\$100 million is for expedited project delivery
		795.3 million is for full funding grant agreement FFGAs	\$25.517 million is for oversight

The Senate bill directs the Secretary to award BUILD grants of between \$5 and 25 million while the House version requires the grants to be between \$5 and \$50 million. Both bills would allow up to an 80% federal share for BUILD projects and would prohibit the Transportation Department from using federal share or an applicant's ability to generate revenue as a selection criterion. The Senate bill stipulates that no state can receive more than 10% of funds while the House would cap each state's awards at 15%. The Senate bill requires that DOT allocate at least 30% of funds to rural areas while the House bill requires a 50% rural allocation. Both bills would require DOT to issue its BUILD grant notice within 60 days after the President signs the funding bill into law, close the application period 90 days after publishing the notice, and award grants within 270 days of the bill's enactment.

The Senate bill would prohibit the Federal Transit Administration (FTA) from creating a permanent office of transit security. The Senate adopted an amendment that would block implementation of the Rostenkowski rule, which would require 12 percent across-the-board cuts to transit spending. Transit advocates are lobbying for Congress to block these cuts in the final DOT funding bill.

As we previously reported, since Congress was not able to complete work on fiscal year 2020 funding bills before the start of fiscal year 2020 on October 1, Congress passed and the President signed into law a continuing resolution to fund the federal government until November 21st at fiscal year 2019 levels. House and Senate negotiators have been attempting to agree on spending

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levels for the different fiscal year 2020 funding bills, but have been unsuccessful to date. Leadership has stated a desire to pass a continuing resolution that will fund the federal government through December 20. Congress must pass the new continuing resolution and the President must sign it into law by Thursday to avoid a government shutdown.

Surface Transportation Reauthorization

On November 13, House Speaker Nancy Pelosi (D-CA) held discussions with congressional Democrats regarding renewed efforts to pass a sweeping \$1 trillion infrastructure package. Speaker Pelosi has said that the package will include surface transportation, water resources, broadband, pipeline safety, schools, housing, and parks. Past attempts to negotiate a vast infrastructure bill with the White House have been unsuccessful in light of challenges over identifying a funding stream. The current impeachment process likely will make it even more difficult to reach bipartisan consensus.

Passing separate surface transportation and water bills next year is the more likely outcome. House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) has said that he is not involving Republican members of the Committee in drafting the House surface transportation reauthorization bill because they do not share his climate goals. He cited House Republican opposition to the inclusion of a climate title in the Senate version of the bill as the reason for their exclusion. DeFazio said he is consulting with Republican colleagues as he works on a bill he characterized as “massive” and “transformative.” At a Committee markup on October 29, DeFazio said the climate change title of the transportation bill will be “very prominent and strong.” He invited Republicans to work with him on the climate title but warned that it will be included in the bill with or without Republican support. DeFazio said the forthcoming bill will include funds to bring infrastructure to a state of good repair; fund resilient building; and provide for a carbon- and fossil free-transportation future. Chairman DeFazio has said he will release a draft bill before the end of the year and hold a Committee markup in early 2020. The current law expires on September 30, 2020.

The Senate version of the bill has not moved since the Environment and Public Works Committee held a markup over the summer. The Banking, Housing, and Urban Affairs Committee and the Commerce, Science, and Transportation Committee must draft and markup separate titles of the bill but have not done so yet. Senate Banking Ranking Member Sherrod Brown (D-OH) said in October that there is not much interest among the Committee to begin work on its transit portion of the bill. On October 20, a coalition of organizations such as the American Road and Transportation Builders Association, U.S. Chamber of Commerce, and American Society of Civil Engineers sent a letter to Senate Majority Leader Mitch McConnell (R-KY) urging him commit to scheduling a vote on the highway bill in order to spur the

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Committees to develop their respective titles. White House economic adviser Larry Kudlow said in October that President Trump likes the Senate version, but is not ready to formally endorse the bill. It remains unclear who Congress will pay for a new transportation bill.

Prohibition on Purchase of Chinese Bus and Rail Cars

As we previously reported, the Senate passed a defense authorization bill that would prohibit transit agencies from using federal funds to purchase buses and railcars manufactured by Chinese state-owned or subsidized companies, including buses manufactured by BYD. The House version would prohibit transit agencies from using federal funds to purchase rail cars from Chinese owned or subsidized companies, but would not prohibit the purchase of buses from such companies. Attempts to resolve differences between the two bills have stalled due to several controversial provision, including the Chinese bus and rail cars sections. On October 29, Senate Armed Services Chairman Jim Inhofe (R-OK) unveiled a “skinny” version of the defense authorization bill in an attempt to speed up negotiations. The skinny version of the bill does not include the provision regarding Chinese-manufactured buses and rail cars. Recently, House Armed Service Committee Chairman Adam Smith (D-WA) expressed skepticism that Chinese bus and rail car companies truly pose a threat to national security and speculated that the effort to ban them is an attempt by American manufacturers to remove competition. Negotiations are still ongoing.

Department of Transportation Developments

On October 29, DOT held its Access and Mobility for All Summit to raise awareness of federal efforts to improve access and mobility for people with disabilities, older adults, and individuals of low income. The summit also sought to solicit ideas to provide more efficient, affordable, and accessible vehicles and mobility services such as transit and ridesharing. During the summit, Transportation Secretary Elaine Chao announced that the Department will solicit applications for a Complete Trip Deployment program, which will make up to \$40 million available to enable communities to showcase innovative business partnerships, technologies, and practices that promote independent mobility.

During the summit, Secretary Chao also announced a new strategic plan for the Coordinating Council on Access and Mobility (CCAM), an interagency partnership to coordinate the efforts of federal agencies funding transportation services for targeted populations. The strategic plan will help provide better transportation outcomes through the coordination of more than 130 government-wide programs.

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On the same day, the Department announced the availability of \$3.5 million in Mobility for All Pilot Program funds to improve mobility options and access to community services for older adults, individuals with disabilities, and people with low incomes. Applications are due on January 6, 2020.

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M E M O R A N D U M

November 15, 2019

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: SAFE Vehicles Rulemaking

Background

On August 24, 2018, the Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) released a Notice of Proposed Rulemaking (NPRM) called the Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The rulemaking proposed new and amended greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards. The agencies also proposed withdrawing California's waiver to set its own GHG standards under the Clean Air Act and creating national fuel economy standards that preempt state programs.

On August 2, 2019, the agencies sent a final rule to the White House Office of Management and Budget for review in advance of releasing the rule to the public. On September 19, the agencies announced they were issuing the final rule in two parts. The first part, which they issued on September 19, is referred to as the "One National Program Rule." The One National Program rule revokes California's Clean Air Act waiver and preempts the state from regulating vehicle emissions and fuel economy standards. It would preempt California's GHG and ZEV programs. The One National Program Rule will become effective on November 26. NHTSA and EPA will issue a separate final rule to address GHG and CAFE standards through 2026.

As of early November, the Trump Administration is reportedly considering replacing the emissions standards freeze currently proposed in the SAFE Rule with a requirement for a 1.5% annual increase in fleet wide fuel efficiency measured using a metric combining gas mileage and emissions reduction. As the final rule is still in progress, the annual percentage increase is subject to change. Even if the Administration moves away from its current plan to freeze emissions, litigation against a proposed percentage annual increase is still likely. CARB has stated that a 1.5% increase would not be enough for California to meet federal air quality standards.

Congressional Response

Senator Kamala Harris (D-CA) and Representative Mark DeSaulnier (D-CA) introduced resolutions (S. Res. 316 and H. Con. Res. 65) in their respective chambers that would offer

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support for the California's authority to set its own emissions standards under the Clean Air Act. Thirty-three Senators, including Senator Diane Feinstein (D-CA), and ninety-one Representatives, including forty-two California Members, have signed on as cosponsors. No Republicans have signed on to the resolutions, and neither resolution has advanced since introduction in September.

The House Transportation-Housing and Urban Development Appropriations bill for fiscal year 2020 includes language prohibiting the Department of Transportation from advancing the SAFE Rule. The Senate bill does not include a similar provision. Republicans and the President would not likely agree to the House provision.

On October 29, the House Committee on Oversight and Reform's Environment Subcommittee held a hearing entitled "Trump's Wrong Turn on Clean Cars: The Effects of Fuel Efficiency Rollbacks on the Climate, Car Companies and California." The Subcommittee heard from elected officials and environmental experts regarding the Safer Affordable Fuel-Efficient (SAFE) Vehicles rulemaking and the revocation of California's waiver authority under the Clean Air Act. We provided a summary of this hearing in a previous memo.

Litigation

On September 20, California and 22 other states filed a lawsuit in federal court (*Environmental Defense Fund v. Chao*) challenging the One National Program rule. Several environmental groups, including Sierra Club, the Union of Concerned Scientists, and the Natural Resources Defense Council have supported the lawsuit. However, seven states with Republican governors filed a motion to intervene on behalf of the Trump Administration, arguing that California should not be granted "special status."

On October 25, the District of Columbia Circuit Court of Appeals rejected a separate California lawsuit against the EPA decision to revise the Obama Administration's fuel economy standards (*State of California v. EPA*). The Court ruled that EPA's Revised Determination only creates the possibility of a change to vehicle standards and does not constitute a final action subject to challenge. The ruling does not prevent another legal challenge to new standards once the Trump Administration finalizes them.

Industry Action

Auto manufactures have warned that a lack of clarity regarding vehicle efficiency standards could harm the industry. However, they have split over whether supporting California or the Trump Administration will provide the most regulatory certainty.

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Four automakers reached voluntary agreements with California in July to set more stringent standard than those proposed in the SAFE rule. In doing so, Ford, Honda, Volkswagen, and BMW agreed to recognize California's authority to set its own targets. In November, the Justice Department subpoenaed the four companies as part of an attempt to determine if they colluded on the agreement and therefore violated antitrust laws.

In contrast, a group of eleven car companies including General Motors, Toyota, Hyundai, and Fiat Chrysler filed to intervene in the *Environmental Defense Fund v. Chao* lawsuit. In doing so the automakers, organized under the Association of Global Automakers, supported the Trump Administration's claim that the federal government should establish one national efficiency standard. Mazda, Nissan, Kia, Subaru, and the National Automobile Dealers Association also joined the filing. John Bozzella, president and CEO of the Association, argued that recent federal and state rulemaking threatened to upend the "balanced approach" to the country's standards framework. He said the Association's decision to intervene on behalf of the Trump Administration is a last resort. Bozzella said the Association "hoped to avoid this outcome" but that the motion is the "best way to achieve a solution that works for all stakeholders."

While Honda is part of the Association of Global Automakers, it notably split from the Association and joined the group of companies in reaching a voluntary agreement with California, further emphasizing the divide within the auto industry. In splitting with the Association, Honda argued that it wants to avoid lengthy and costly litigation that will lead to regulatory uncertainty.

EPA Action

On September 24, EPA Administrator Andrew Wheeler sent a letter to the California Air Resources Board (CARB) threatening to cut off billions of dollars of federal highway funding if the state does not update its Clean Air Act State Implementation Plans pending with EPA. In an October 9 letter, CARB Chairwoman Mary Nichols clarified that the backlog of SIPs was EPA's fault and that Wheeler had made incorrect statements regarding California's lack of compliance with air quality standards.

A group of 600 former EPA employees sent a letter to the House Oversight and Government Reform Committee on October 10 asking Congress to investigate EPA's enforcement threats, arguing that Wheeler's actions may be retaliation for the state's "failure to support President Trump's political agenda." The Committee has not yet indicated if it will open an investigation.

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PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements I-80 Express Lanes (Red Top Rd to I-505)
- I-80/I-680/SR 12 Interchange
- I-80 Westbound Truck Scales
- SR 37 Corridor Improvements:
 - Segment B and /Mare Island Interchange
- Vaca Valley Parkway
- Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C(Canon Road to Vacaville City Limits) and North Gate Entrance

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express Lanes (SR 37 to Carquinez Bridge)
 - I-80 Express Lanes (I-505 to Yolo County Line)
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
- Parkway Blvd. Overcrossing

Transit Centers:

Priority Tier 1:

- Fairfield-Vacaville Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)
- Vallejo Station Parking Structure Phase B
- SolanoExpress Bus capitol to expand service plan
- Fairfield Transportation Center Expansion – Westbound bus station

Priority Tier 2:

- Vallejo Mare Island Strait Dredging
- *Fairground Dr Park and Ride*

Programs:

Active Transportation (bike, ped, SR2S, PDA, PCA)
Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
Mobility Management
Safe Routes to School
Safe Routes to Transit

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - I-80 Express Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
 - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) for:
 - Fairfield-Vacaville Train Station (solar panels and charging stations; and parking)
 - SolanoExpress Electrification, Capital and Operation Improvements
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 and provide flood protection to withstand rising seas and storm surges, while improving mobility and safety along the route.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.
10. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs).

11. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - Implementation of Solano County as a regional rail hub
 - Support designation of an Amtrak rail station in Solano County
 - Support safety improvements
12. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force..
13. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
14. Support implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment.
15. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.
16. Support laws and policies that expedite project delivery.
17. Support establishment and operation of regional Express Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.
19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
20. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects and programs.
21. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch." This would mirror the threshold used in the State of California Streets for roads.

I. Active Transportation/Land Use

1. Promote, implement and expand active transportation and land use planning, facilities and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle and multimodal use in Solano County.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support affordable housing and housing, and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs in Solano County.
4. Support legislation and regional policy that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote ridesharing.
5. Promote innovative programs to fill commuter first/last mile gaps and Safe Routes to Transit.
6. Support legislation that increases employers' opportunities to offer commuter incentives.
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
8. Recognize housing affordability at the regional context and support funding programs that link transportation investment to STA's future Housing Incentive Program.

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (*Objective #9*)
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.

4. Support legislation and funding, which provides infrastructure for low, ultra-low and zero emission vehicles. Support SolanoExpress and Managed Lane Implementation Plan (MLIP)
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to alternative fuels and/or to retrofit existing fleets with latest emission technologies to meet California Air Resources Board requirements.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

Monitor federal action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.

III. Employee Relations

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

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37. *(Objective #5)*
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in FAST Act.
8. Support provisions in the FAST Act that further streamline the environmental review and permitting process.
9. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. *(Objective #16)*
10. Monitor legislation and regulatory proposals related to sustaining the Sacramento-San Joaquin Rivers Delta (Estuary) in context of rising sea levels and ecosystems functions and potential effects on transportation facilities.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Objective #19)*

5. Support recommendations of the Water Transit Study including water transit options between Solano and Marin counties where feasible as an alternative to driving on the SR 37 corridor

VI. Funding

1. Support and protect SB 1 to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.. *(Objective #12)*
7. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Objective 20)*
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Objective #7)*
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment. *(Objective #14)*
13. Support legislation that provides funding that would allocate State ATP funds at the regional/county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. *(Objective #1)*
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). *(Objective #2)*
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. *(Objective #6)*
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. Support a new funding authorization for rail projects in the legislation that reauthorizes the FAST Act.
19. Support legislation allowing a county to create a sales tax district and/or transit district within its boundaries.
20. Support the prompt passage of legislation of multiyear surface transportation legislation that provides stable and reliable funding to address infrastructure needs.
21. Support the authorization of new funding for resilient infrastructure in the FAST Act reauthorization legislation.
22. Support the authorization of new funding for infrastructure needed to support deployment of new technologies, including autonomous vehicles.

VII. Project Delivery

1. Monitor implementation of FAST Act provisions that would expedite project delivery.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies,

design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. Advocate for accelerated Positive Train Control implementation.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit older adults, people with disabilities, students, youth, veterans and the economically disadvantaged such as intercity paratransit operations, mobility management and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs)
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (*Objective #2*)
6. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service.
8. Support funding of discretionary programs, including the Better Utilizing Investments to Leverage Development (BUILD) grant, bus and bus facilities, INFRA, Low or No Emissions, and ITS deployment.
9. Support increased funding for public transportation.

XI. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment. (*Objective #14*)

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

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PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express-Managed Lanes (Red Top Rd to I-505)
 - I-80/I-680/SR 12 Interchange
 - I-80 Westbound Truck Scales
- SR 37 Corridor Improvements:
 - Segment B and /Mare Island Interchange
- Vaca Valley Parkway
- Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express-Managed Lanes (SR 37 to Carquinez Bridge)
 - I-80 Express-Managed Lanes (I-505 to Yolo County Line)
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
- Parkway Blvd. Overcrossing

Rail and Mass Transportation

Priority Tier 1:

- California State Rail Plan: Solano County Hub near Suisun/Fairfield Station

Transit Centers:

Priority Tier 1:

- Fairfield-Vacaville Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)
- Vallejo Station Parking Structure Phase B
- SolanoExpress Bus capitol to expand service plan
- Fairfield Transportation Center Expansion – Westbound bus station

Priority Tier 2:

- Vallejo Mare Island Strait Dredging
- Fairground Dr Park and Ride

Programs:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Mobility Management
- Safe Routes to School
- Safe Routes to Transit

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 ~~Express-Managed~~ Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - I-80 ~~Express-Managed~~ Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
 - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) for:
 - Fairfield-Vacaville Train Station (solar panels and charging stations; and parking)
 - SolanoExpress Electrification, Capital and Operation Improvements
 - Solano County Mobility Hub: planning studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 and provide flood protection to withstand rising seas and storm surges, while improving mobility and safety along the route.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.
10. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs).

11. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - Implementation of a regional rail hub in Solano County ~~as a regional rail hub~~
 - Support designation of an ~~Amtrak rail station~~ existing train station in Solano County as a full service Amtrak station
 - Support safety improvements
12. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force..
13. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
14. Support implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment.
15. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.
16. Support laws and policies that expedite project delivery.
17. Support establishment and operation of regional ~~Express-Managed~~ Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.
19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
20. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects and programs.
21. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch." This would mirror the threshold used in the State of California Streets for roads.

I. Active Transportation/Land Use

1. Promote, implement and expand active transportation and land use planning, facilities and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support affordable housing and housing, and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs in Solano County.
4. Support legislation and regional policy that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote ridesharing.
5. Promote innovative programs to fill commuter first/last mile gaps and Safe Routes to Transit.
6. Support legislation that increases employers' opportunities to offer commuter incentives.
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
8. Recognize housing affordability at the regional context and support funding programs that link transportation investment to STA's future Housing Incentive Program.

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). *(Objective #9)*

3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
4. Support legislation and funding, which provides infrastructure for low, ultra-low and zero emission vehicles. Support SolanoExpress and Managed Lane Implementation Plan (MLIP)
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to alternative fuels and/or to retrofit existing fleets with latest emission technologies to meet California Air Resources Board requirements.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

Monitor federal action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.

III. Employee Relations

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

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37. *(Objective #5)*
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in FAST Act.
8. Support provisions in the FAST Act that further streamline the environmental review and permitting process.
9. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. *(Objective #16)*
10. Monitor legislation and regulatory proposals related to sustaining the Sacramento-San Joaquin Rivers Delta (Estuary) in context of rising sea levels and ecosystems functions and potential effects on transportation facilities.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.

4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Objective #19)*
5. Support recommendations of the Water Transit Study including water transit options between Solano and Marin counties where feasible as an alternative to driving on the SR 37 corridor

VI. Funding

1. Support and protect SB 1 to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.. *(Objective #12)*
7. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Objective 20)*
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Objective #7)*

11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment. *(Objective #14)*
13. Support legislation that provides funding that would allocate State ATP funds at the regional/county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. *(Objective #1)*
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Express-Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). *(Objective #2)*
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. *(Objective #6)*
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. Support a new funding authorization for rail projects in the legislation that reauthorizes the FAST Act.
19. Support legislation allowing a county to create a sales tax district and/or transit district within its boundaries.
20. Support the prompt passage of legislation of multiyear surface transportation legislation that provides stable and reliable funding to address infrastructure needs.
21. Support the authorization of new funding for resilient infrastructure in the FAST Act reauthorization legislation.
22. Support the authorization of new funding for infrastructure needed to support deployment of new technologies, including autonomous vehicles.

VII. Project Delivery

1. Monitor implementation of FAST Act provisions that would expedite project delivery.

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

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. Advocate for accelerated Positive Train Control implementation.

8. [Support efforts to advance California's State Rail Plan, which designates a Solano County Hub at or near the Suisun/Fairfield Station](#)

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit older adults, people with disabilities, students, youth, veterans and the economically disadvantaged such as intercity paratransit operations, mobility management and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs)
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (*Objective #2*)
6. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service.
8. Support funding of discretionary programs, including the Better Utilizing Investments to Leverage Development (BUILD) grant, bus and bus facilities, INFRA, Low or No Emissions, and ITS deployment.
9. Support increased funding for public transportation.

XI. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment. (*Objective #14*)

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessel and vehicle fuels.

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DATE : November 25, 2019
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: 2019 Solano Congestion Management Program (CMP) Update

Background:

The Congestion Management Program (CMP) is one of STA's foundational planning documents. The 1991 legislation authorizing the creation of Congestion Management Agencies (CMAs), such as STA, authorized the creation of CMPs. Once an agency has committed to developing a CMP, it must update it every two years.

CMPs are normally developed based upon guidance from the region's federally designated Metropolitan Planning Organization – in this case, the Metropolitan Transportation Commission (MTC). Over the last two year cycles, MTC did not issue CMP updated guidance, and has placed little emphasis on the importance of the updates. However, STA staff feels the CMP remains an important document for tracking the current operational status of the most important roadways in Solano County. The CMP also provides the basis for STA's review of and comment upon major land use and transportation projects in the county.

Discussion:

STA contracted with TJKM to conduct a review and update of the CMP. The updated CMP includes updated traffic counts on the CMP network as well as updates to transit and Transportation Demand Management (TDM) pilot programs that STA and its member agencies operate. Other recent transportation planning efforts related to Priority Development Areas (PDA), Priority Conservation Areas (PCA) and Priority Production Areas (PPA) have also been incorporated in the update draft 2019 CMP. Lastly, the CMP includes a list of capital improvement projects consistent with the STA's Regional Transportation Plan project submittal.

The Solano Napa Travel Demand Model is also being updated in parallel to this effort in order to assess new/future development impacts on the CMP network. The Model Technical Advisory Committee consisting of technical traffic engineers and planning staff from each city and the County of Solano assisted in the development of the scope and the review of the draft CMP.

The draft CMP document was distributed to the STA TAC at their September 25th meeting for review followed by STA Board approval at their October 9th meeting for formal public comment. Comments received are included in Attachment A with responses on how the comment was addressed in the final draft CMP. The Model TAC and STA TAC reviewed the final draft CMP at their meetings held on November 18th and November 20th respectively and recommended the document for Board approval. The final draft 2019 CMP is included as Attachment B.

Fiscal Impact:

None at this time.

Recommendation:

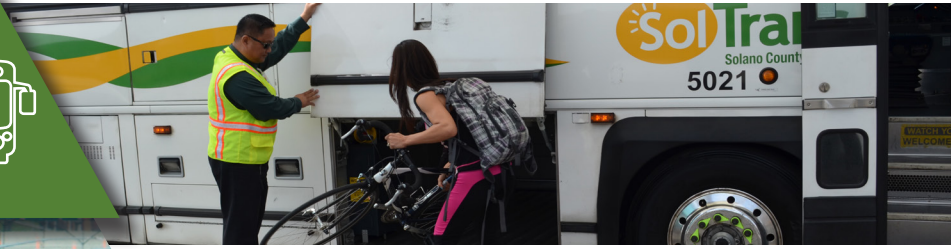
Approve the 2019 Solano County Congestion Management Program (CMP) and authorize the STA Executive Director to submit the document to the Metropolitan Transportation Commission.

Attachments:

- A. Draft CMP Comments and Response.
- B. *Click here for printing and/or review:* Final Draft 2019 Congestion Management Program
To obtain a hard copy of the Draft 2019 CMP, please contact the STA at (707) 424-6075.

Jurisdiction	Section	Page	Comment	Response
Vallejo	2.4	10-12	Tables 3-4 and document improvement in LOS along many corridors through out the county. The first paragraph on page 11 provides a little discussion, of this, but the overall report would be stronger if this was discussed in more depth. Are there any methodology changes outside of the I-8 corridor? Were there any significant infrastructure or operations changes that could have produced these results? Could this be a lasting impact of the recession?	We included discussion of potential for queues causing decreased throughputs. No further changes made.
Vallejo	2.4	10-12	Is there any discussion of overall travel that can be added to this section to provide context and help understand overall travel trends? Possibly HPMS VMT Estimation?	Flag for further discussion at the Nov. 18th Model TAC Meeting.
Vallejo	3.2	14	Suggest using "commuter bus" service for transit bus service between Cities or UZAs, since this is the term used by NTD ("Intercity bus" is called out in the statutory exclusions from the definition of public transportation in 49 U.S. Code § 5302 (14)(B))	Changed reference from Intercity Bus service to Commuter Bus service
Vallejo	3.2	14	Suggest per capita trips may be a more useful mode for tracking travel changes than mode split, since it only measures one mode at a time	Comment noted for future CMP update
Vallejo	4.2	29	Suggest discussing the role of TCM Timely Implementation and the FTIP in a little more depth, as well as the role of Conformity Determination in the RTP	Added additional description about conformity determination.
Vacaville	5.3	49	Notification for private development projects that generate more than 100 PM peak hour trips, a GP Update, or GP amendment has to be coordinated with Planning	Added a reference that these notifications will be coordinated with each member agencies' respective Planning departments
Vacaville	5.2	48	Add discussion regarding the benefit to adding a PCA between Vacaville and Dixon	Comment noted for future CMP update
Fairfield	Exec Summary	vi	Spell out RTP/SCS	Completed as suggested
Fairfield	Exec Summary	vii	Reword the paragraph stating increased ridership on SolanoExpress and lower ridership on local transit.	Reword description on the state of local and reional transit service.
Fairfield	Exec Summary	vii	Suggested that 100 PM trip threshold for development notices to be changed to 100 PM trips that affect a CMP segment or intersection instead	Flag for further discussion at the Nov. 18th Model TAC Meeting.
Fairfield	1.5	4	Commented that Solano County is not labeled on the maps, the county boundary is not included, and to list out all CMP intersections in the legend. County boundaries are already on the maps	Fixed the Solano County label, and added CMP intersections to the legend.
Fairfield	2.1	7	Include more explanation as to how a CMP network segment gets removed from the network	CMP Legislation states it cannot be changed. Add description noting this in the document.
Fairfield	2.3	8	It might be important to talk about the data received from each source for LOS monitoring and how each is different	Edited this paragraph to include further clarification on data sources
Fairfield	2.4	9	Asked for post mile to be spelled out or give a reference point	Spelled out PM, and added an explanation for which direction postmiles count
Fairfield	2.4	9	What do the asterisks mean?	Explanation for each asterisk is located below the LOS tables
Fairfield	2.4	10	Finds LOS A on Air Base Pkwy hard to believe. Thinks its closer to B or C	Flag for further discussion at the Nov. 18th Model TAC Meeting.
Fairfield	2.4	11	Construction on Vanden Rd could cause some traffic to be diverted	Included a note on this in the report
Fairfield	2.4	11	On Walters Rd at Air Base Pkwy, Fairfield notes that they have this LOS for 2010 as E, not D as in the report	Changed LOS and added note that the result was clarified by the City of Fairfield
Fairfield	2.4	11	Recommended establishing the same count location on each segment for future CMPs	Agreed. Comment noted for future CMP update.
Fairfield	2.5	13	Seems to me that there should be some preliminary metrics or see what the state has in place	All guidance has been directly related to incorporating it into the CEQA process and will clarify this in the document.
Fairfield	3.2	14	Under Bicycle and Pedestrian Movement, add gap closures to improve safety and encourage use	Completed as suggested

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2019 Solano County Congestion Management Program

October 2019

Draft Report



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Executive Summary

Introduction

The Congestion Management Program (CMP) is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. The 1991 CMP legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. As the CMA for Solano County, the Solano Transportation Authority (STA) is required to update the CMP biannually on odd numbered years. CMP development is guided by the Metropolitan Transportation Commission (MTC), who publishes guidelines in odd numbered years. The most recent guidance was published in 2019, and as such this CMP will conform to these guidelines.

The major goals of the CMP are:

- To maintain mobility on Solano County's streets and highways;
- To ensure that the Solano County transportation system operates effectively as part of the larger Bay Area and northern California transportation systems;
- To conform with and support implementation of MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2040;
- To align the CMP with the federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21);
- To share information and organization with the Solano County Comprehensive Transportation Plan;
- To provide a basis for the STA to review and comment upon land use proposals that may impact roadways and intersections listed in the CMP

Highlights of the 2019 Solano County CMP

Chapter 1: Designated Roadway System

Solano County's CMP network was established in 1991 with the development of the first CMP document. By law, it has not changed. The CMP network is divided into segments for the purposes of measuring LOS.

Chapter 2: Roadway System Level of Service

LOS is monitored on 60 segments of roadway in Solano County: 48 segments on state owned Interstates and State Highways, and 12 on local arterial streets. LOS is also monitored at 5 intersections where CMP arterials meet. The LOS standard is E for all roadway segments and intersections, except for 25 segments that have a grandfathered standard of F. Grandfathered segments are those that measured at LOS F when the first CMP was developed in 1991. Such segments are not required to be mitigated if it continues to operate at LOS F.

The monitoring results from 2019 show that all CMP network segments are within the established monitoring standard.

Chapter 3: System Performance

To measure the effectiveness of Solano County's multimodal transportation system, STA sets performance measures by which the transit system and bike and pedestrian network are measured. These measures include intercity transit ridership, bike and pedestrian counts, multimodal commute patterns, and travel time reliability (on I-80).

Solano County's transit system includes a network of bus, rail, and ferry connections. SolanoExpress intercity bus routes, operated by Fairfield-Suisun Transit (FAST) and Solano County Transit (SolTrans), connect Solano residents to locations within the county and to BART and Sacramento. SolanoExpress recently went through a route restructure where seven routes were consolidated into four. As of Q3 in FY 2018-19, SolanoExpress routes are on track to exceed the ridership of the previous three fiscal years. Local transit routes, spread across five operators, are overall seeing a decline in ridership. Dixon Redit-Ride and Rio Vista Delta Breeze are both experiencing ridership increases. Rail and ferry transit services are seeing increases in ridership, as they provide quick, reliable connections to the Bay Area.

Bike and pedestrian network progress is measured by the number of miles completed in the network, and by conducting bike and pedestrian counts at various locations throughout the county. Currently, Solano County has approximately 132 miles of bike infrastructure, and 1,313 miles of pedestrian sidewalks.

Chapter 4: Transportation Demand Management

Transportation Demand Management (TDM) is an integral part of mitigating congestion on Solano County's roadways because they are utilized to improve the efficiency of existing transportation systems, without significant capacity expansions. Most of the strategies focus on ways to reduce single occupancy vehicles, or to eliminate the need to drive all together. Strategies to reduce single occupancy vehicles include carpool, vanpool, bicycles, transit, and park and ride lots. Encouraging the link between land use and transportation can also help to encourage non-auto modes of transportation, or to encourage a better balance of available jobs and housing. TDM strategies are a cost effective method of increasing efficiency on existing transportation infrastructure and easing congestion on roadways.

Chapter 5: Land Use Analysis

The CMP represents a unique opportunity for STA and its member agencies to collaborate on land use decisions that may affect the regional transportation system. The Land Use Analysis Program focuses in two main areas; first, it requests that member agencies submit development notices for projects that are expected to generate at least 100 P.M. peak hour trips, or is going through a general plan amendment or update. STA will review these projects to examine potential impacts on the regional transportation system, and may comment with proposed mitigation efforts. The second area of analysis is updating the countywide traffic model with general plan projections for land use, housing, and jobs. STA works with its member agencies whenever such updates occur to add this data. Doing so ensures that the model continues to produce accurate forecasts when projecting traffic in the forecast year. The Land Use Analysis program will also be shaped by the upcoming switch from LOS to Vehicle Miles Traveled (VMT) as the preferred method of analyzing transportation impacts under CEQA. While the legislation did not require the switch for the CMP, STA is preparing to incorporate both LOS and VMT in the 2021 CMP.

Chapter 6: Local Conformance and Deficiency Plans

The CMP legislation requires STA to give a conformance determination for all local jurisdictions within its boundaries. Conformance determinations are based on the local jurisdiction's ability to:

- Maintain the highway LOS standards outlined in the CMP
- Participating in the adoption and implementation of a deficiency plan, if required
- Participating in the Land Use Analysis Program

Deficiency plans are required when an LOS segment falls below the accepted standard for two consecutive monitoring cycles. These plans will be prepared by the local agency responsible for the deficient segment in question, in coordination with STA, and will contain projects to help return the roadway segment to an acceptable LOS. In certain circumstances, if a jurisdiction does not complete a deficiency plan as required, it may face withholding of certain gas tax subvention funds, and/or not having projects programmed in the RTIP.

STA works with all of its member agencies to ensure compliance. All incorporated cities in Solano County, along with the unincorporated county, are in conformance at this time.

Chapter 7: Travel Demand Model

STA maintains the Solano Activity Based Model, which serves as the countywide travel demand model for Solano County. The model is used to project congestion in the model's forecast year, and to measure the impact of proposed projects on the overall transportation system. In this way, the model is utilized in STA's Land Use Analysis Program, where the impact of major development projects may be measured. STA's travel model was originally developed as a joint effort with the Napa Valley Transportation Authority in 2008 as the Solano-Napa Travel Demand Model. Since then, the model has been updated to an activity based model, and was recently split between the two counties in 2018 to better predict differing traffic patterns in the two counties.

The CMP legislation requires that STA's countywide travel demand model be consistent with MTC's regional model. Currently, STA's model is undergoing updates that will bring it into conformance with MTC's Travel Model 1.5; the model that will be used for Plan Bay Area 2050. These updates will also add the ability to forecast public transit, so that STA can better plan for ridership on the SolanoExpress intercity bus service.

Chapter 8: Capital Improvement Program

STA, as part of its biannual CMP update, is required to prepare a seven year Capital Improvement Program (CIP) of projects that will help to mitigate congestion on Solano County's roadways. This CIP is also the basis by which Solano County projects are included in the Regional Transportation Improvement Program (RTIP), prepared biannually by MTC. The RTIP is the basis by which the State Transportation Improvement Program (STIP) is formed, which allows projects to receive state transportation funding. The CIP for this CMP is a combination of projects from Plan Bay Area 2040, the most recently adopted RTIP, and the Regional Traffic Impact Fee (RTIF), an impact fee assessed on development in Solano County and used for transportation projects.

Section 1: Defining the CMP System

1.1: Purpose and Intent of Legislation

California law requires that each Congestion Management Agency (CMA) in the state have an adopted CMP network on which levels of congestion are measured using established LOS standards. The intent was to include regionally significant roadways, such as freeways and highways, to monitor congestion and create a Capital Improvement Program (CIP) of projects that would help to mitigate the congestion. As such, all State owned roadways within Solano County are required to be included. Several principal arterials and intersections with regional connections are also included.

Solano County's CMP network was established in 1991 following the passage of the CMP legislation by the State of California. Once a roadway is included in the CMP network, it is not allowed to be removed. As such, the network has not changed since it was established.

1.2 Purpose of a CMP

The Congestion Management Program is a planning tool by which Congestion Management Agencies monitor and plan to mitigate congestion on the county's roadways. Although other countywide planning documents include Capital Improvement Programs of projects that will ultimately reduce congestion; the CMP is specifically required to measure congestion levels on all state owned roadways, as well as several local arterials and include a seven year CIP to address the findings. The ultimate goal of the CMP is to plan for and mitigate congestion either before it occurs, or before it worsens. Besides the LOS monitoring of congestion on roadways, CMPs also measure performance on the county's transit systems, bike/pedestrian network, and TDM programs. The CMP is also used to collaborate on land use decisions that may have an impact on the countywide transportation system, and is the basis for maintaining a countywide traffic model.

As the CMA for Solano County, STA updates its CMP every two years. The STA collaborates with other local, regional, and state agencies in doing so, as the resulting projects would not occur without this collaboration.

1.3 Role of Local and Regional Agencies in CMP Process

Although the CMP is prepared by STA, the roadways that are monitored for congestion are all owned by either the state (Caltrans), or one of STA's member agencies. As such, it is vital to collaborate with these agencies in the development and implementation of the CMP. Under the CMP legislation, local agencies are required to make necessary improvements to their CMP network designated arterials and intersections to keep them at an acceptable LOS. Segments that fall below accepted standards may be required to have a deficiency plan prepared by the local agency, with proposed improvements to bring the LOS back to an acceptable standard.

The CMP also provides an opportunity for Solano County's local governments to collaborate on land use decisions, and examine how they may impact the regional transportation system. As part of the CMP Land Use Analysis program, STA will review land use development proposals that are expected to generate more than 100 trips in the P.M. peak hour, as well as any general plan amendments or updates. In tandem to the CEQA analysis done by the local agency, STA will review the projects to see if it will have a measureable impact on the transportation system. If so, STA may suggest measures that

could help to mitigate the impacts. Few other programs exist in Solano County that provide an opportunity for this collaboration to occur on land use decisions. Additionally, as Solano's local agencies make the switch to using VMT as the preferred metric of analyzing transportation impacts under CEQA, the CMP Land Use Analysis program will provide the opportunities to identify methods for reducing VMT on a project-by-project basis, with STA and the member agency working together.

Regional and state agencies also play a role in the development and implementation of the CMP. MTC, as the metropolitan planning organization (MPO) for the Bay Area, publishes guidance every odd numbered year on guidelines for developing a CMP. MTC also reviews all CMPs in the Bay Area to ensure consistency with its own adopted RTP/SCS, Plan Bay Area 2040. As part of the CMP legislation, STA is required to maintain a countywide travel model and ensure consistency with the regional model maintained by MTC. Projects that are included in the CIP for this CMP is consistent with Solano's portion of the Regional Transportation Improvement Program (RTIP). The RTIP is used to develop the State Transportation Improvement Program (STIP), which is how state transportation dollars are disbursed to local agencies.

Caltrans, as the agency responsible for maintaining all state highways, plays an important role in the CMP. LOS monitoring is done by STA working closely with Caltrans, who has traffic count data on most of its roadways. STA also collaborates with Caltrans to develop any proposed improvements on the state highway system. Many of these projects are included in the CIP of this CMP, located in Chapter 8.

1.4 Relationship to Regional Plans

The CMP is a short-range planning document that is required to be consistent with long range transportation plans at the local and regional level. One such document is the Comprehensive Transportation Plan, or CTP. STA produces the Countywide CTP in coordination with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), produced by MTC. The most recent CTP will be adopted in late 2019, while the most recent RTP/SCS was adopted in 2017. Additionally, the CMP is required to be consistent with:

- MTC's RTP/SCS Goals and Objectives
- Adjoining counties definition of the CMP system
- Federal and state air quality plans
- MTC travel demand modeling database and methodologies
- RTP/SCS financial assumptions

MTC also produces bi-annual regional guidance on the CMP to the Bay Area CMAs. The last guidance was released in 2019, and as such this CMP will conform to those guidelines.

1.5 Solano CMP System

The CMP system in Solano County consists of all state owned roadways, as well as several regionally significant local arterials and intersections that connect Solano's communities to the State-owned highway system, or to each other. As required by the CMP legislation of 1990, all segments of the CMP system are monitored for congestion using the LOS standard. Doing so allows CMAs to prepare a CIP of projects to mitigate the congestion, implement TDM strategies, and monitor local land use decisions and their impact on the designated CMP network. In the future, the CMP network may be monitored using

the Vehicle Miles Traveled (VMT) metric, as well as the LOS metric, as California moves towards using VMT to analyze transportation impacts under CEQA.

Figures 1-3 illustrates all of the designated CMP roadway facilities within Solano County. The following State owned roadways are included as part of the system:

1. Interstate 80: From Carquinez Bridge to Yolo County Line
2. Interstate 505: From I-80 to Yolo County Line
3. Interstate 680: From I-80 to Benicia-Martinez Bridge
4. Interstate 780: From I-80 to I-680
5. State Route 12: From Napa County Line to Rio Vista Bridge
6. State Route 29: From Napa County Line to I-80
7. State Route 37: From I-80 to Sonoma County Line
8. State Route 84: From SR-12 to Yolo County Line
9. State Route 113: From I-80 to SR-12
10. State Route 128: From Yolo County Line to Napa County Line
11. State Route 220: From SR-84 to J-Mack Ferry

Additionally, the following local arterials and intersections are also included in the CMP network:

1. Military East in Benicia
2. Military West in Benicia
3. Peabody Road (Air Base Pkwy in Fairfield to California Drive in Vacaville)
4. Walters Road (Air Base Pkwy in Fairfield to SR-12 in Suisun City)
5. Air Base Parkway in Fairfield (Walters Rd to Peabody Rd)
6. Elmira Road in Vacaville (Leisure Town Rd to A St in unincorporated Elmira)
7. Vaca Valley Parkway in Vacaville (I-80 to I-505)
8. Tennessee Street in Vallejo (Mare Island Wy to I-80)
9. Curtola Parkway in Vallejo (Lemon St to Maine St)
10. Mare Island Way in Vallejo (Maine St to Tennessee St)
11. Vanden Road (Peabody Rd in Fairfield to Leisure Town Rd in Vacaville)
12. Intersection of Peabody Rd and Cement Hill Rd/Vanden Rd in Fairfield
13. Intersection of Walters Rd and Air Base Pkwy in Fairfield
14. Intersection of Tennessee St and Sonoma Blvd in Vallejo
15. Intersection of Curtola Pkwy and Sonoma Blvd in Vallejo
16. Intersection of Mare Island Wy and Tennessee St in Vallejo

Figure 1: Solano County CMP Network

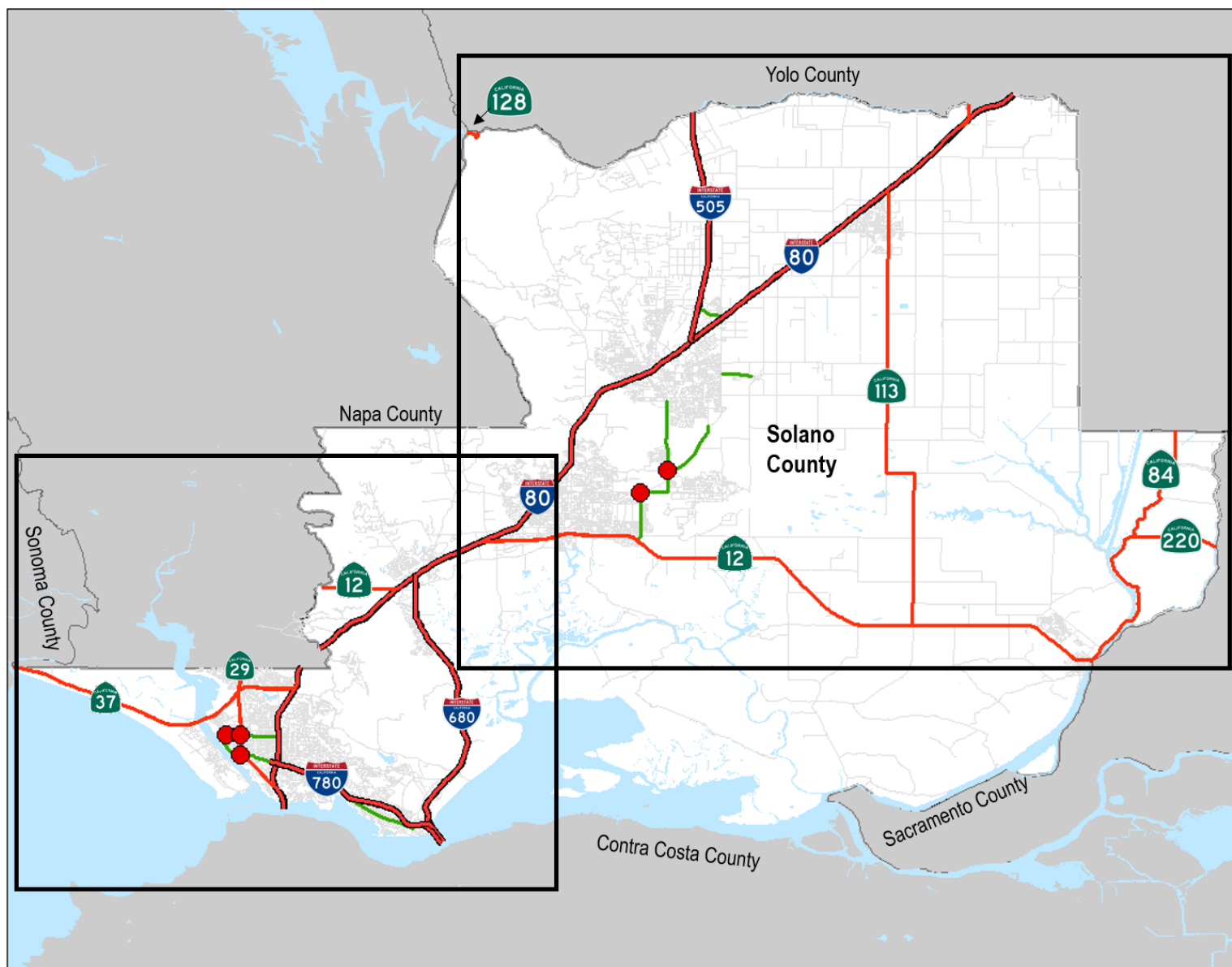


Figure 2: Solano County CMP Network – North County

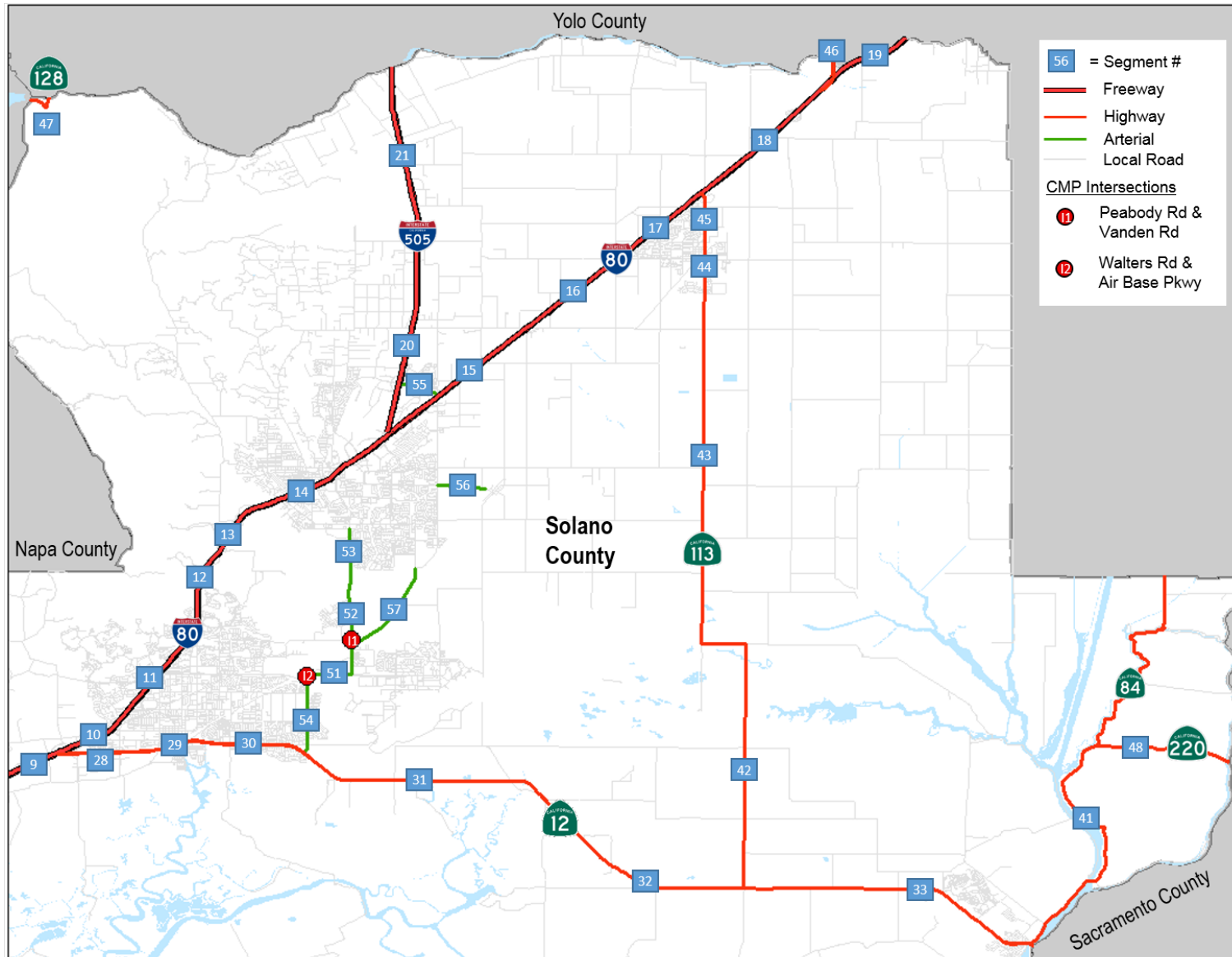


Figure 3: Solano County CMP Network – South County



Section 2: Roadway Level of Service Monitoring

2.1 Purpose and Intent of Legislation

The CMP Legislation of 1990 requires that each segment in the designated CMP network be monitored using the Level of Service, or LOS, standard. According to the legislation, LOS must be measured either using the Circular 212 method, by using the Transportation Research Board's Highway Capacity Manual (HCM), or an accepted alternative. All state owned roadways and principal arterials must be designated as part of the CMP system. Once a roadway is designated as part of the system, it may not be removed. LOS monitoring occurs biannually on odd numbered years, in tandem with the update of the CMP. A segment's LOS standard must not fall below LOS E, unless it was measured at LOS F when the first CMP measurement occurred in 1991. These segments are considered "grandfathered" and do not need to meet the LOS E requirement.

2.2 LOS Explained

Level of Service, or LOS, is a mechanism by which transportation planners and engineers measure the amount of congestion on a roadway, based on factors such as speed, travel time, maneuverability, delay, and safety. It provides a quantitative tool that can be used to analyze the impacts of land use changes on the CMP network, and to be used as a measure of system performance (e.g. congestion). LOS is designated based on a letter grade, ranging from A to F (A represents the best conditions, while F represents the worst). While there are several ways to calculate LOS, it is often done through a volume to capacity ratio (V/C) calculation. This is the most common way to calculate LOS on freeways, multi-lane highways, and two-lane highways as it accurately shows the amount of capacity on the roadway that is being used, which typically corresponds to levels of congestion. The V/C ratios and typical freeway speeds associated with each level of LOS are as follows:

Table 1: Level of Service Standards

LOS Level	Description	V/C Ratio	Typical Freeway Speed
A	Free-flow conditions with unimpeded maneuverability.	0.00 to 0.60	60 mph
B	Reasonably unimpeded operations with slightly restricted maneuverability.	0.61 to 0.70	57 mph
C	Stable operations with somewhat more restrictions. Motorists will experience appreciable tension while driving.	0.71 to 0.80	54 mph
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.81 to 0.90	46 mph
E	Unstable flow at or near capacity levels with poor levels of comfort and convenience.	0.91 to 1.00	30 mph
F	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. Characterized by stop-and-go waves and poor travel times.	Greater than 1.00	< 30 mph

Sources: San Mateo CCAG Traffic Level of Service Calculation Methods, Highway Capacity Manual, & Virginia DOT

LOS is also calculated for an intersection using the Circular 212 method. This is done by dividing the sum of critical volumes by the intersection's capacity, creating a volume-to-capacity ratio as with LOS calculations on freeways, highways, and arterials. Critical movements are defined as the combinations of through movements, plus right-turn movements if there is no exclusive right-turn lane, and opposing left-turn movements that represent the highest per-lane volumes.

2.3 LOS Standards

Every odd numbered year, STA is required to determine whether local governments have been conforming to the CMP by maintaining LOS on their roadways above the accepted standard. STA has established the minimum LOS standard across the system as LOS E, with one exception: grandfathered segments. Grandfathered segments are all segments that measured at an LOS F when the first CMP was completed in 1991. No action is required on these facilities if it remains at an LOS F in the 2019 monitoring results. These segments are excluded from local government requirements to maintain the adopted LOS standard as part of any new development approval process. Currently, 24 CMP network segments in Solano County are considered grandfathered, as well as one intersection.

STA performs all monitoring of LOS conditions on the CMP network, in cooperation with its member agencies. Member agencies may be asked to submit traffic counts for arterial segments in the CMP network, if the agency has performed the counts within the previous two years before the CMP update occurs. For this CMP update, traffic counts were conducted on all segments and intersections, supplemented by count data from Caltrans, as well as data from the Solano Activity Based Model, and big data sources like INRIX.

Different types of locations require different techniques for LOS measurement as follows:

- LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.
- For mainline freeways, highways, and arterials, the standards by the Highway Capacity Manual (HCM) shall be used. For mainline freeways and highways, the segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source data is readily available from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system.
 - For arterials in the system that do not intersect other system segments for considerable distances, STA, in collaboration with its member agencies, will determine where segment level LOS must be determined. The arterials that fall under this category are:

Table 2: Segment Level LOS Determinations using HCM Method

Arterial	Segment Measurement Limits
Military West in Benicia	Between West 3 rd and West 5 th
Walters Road in Suisun City	Between Petersen and Bella Vista
Walters Road in Solano County	Between Fairfield and Suisun City
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

Each jurisdiction is responsible for segments or intersections within its jurisdiction. If a segment falls within more than one jurisdiction, then the jurisdiction with the greatest number of mileage is determined to be the responsible agency, with the other agencies working in cooperation with the responsible agency. Should the LOS of a segment or intersection fall below the accepted standard for two monitoring cycles, the segment may be considered deficient and the jurisdiction may be required to submit a deficiency plan, if the segment is still deficient after allowed exemptions are removed. These exemptions include:

- Interregional travel (trips not beginning or ending in Solano County)
- Trips generated from low and very low income housing

If a segment still falls below the accepted LOS standard after these exceptions have been removed, then the segment may require a deficiency plan with planned improvements to remedy the congestion and bring it back to an acceptable LOS. See Chapter 6 for more information on Deficiency Plans.

2.4 2019 LOS Monitoring Results

LOS measurements are conducted on a biannual basis. For this 2019 CMP update, the monitoring was conducted by TJKM on behalf of STA. In order to provide a foundation for current and future CMPs, TJKM in its 2019 data collection effort, conducted new traffic counts on all CMP network segments. Roadway segment counts were counted between August 26-28, 2019 in the AM peak period (7 a.m. – 9 a.m.) and PM peak period (5 p.m. – 7 p.m.). Intersection counts were counted in the 4 p.m. – 6 p.m. peak period on May 14, 2019. Below shows a table that details the LOS standards for each required segment, compared with historical results. Note: Caltrans Postmiles count up in the eastbound and northbound directions.

Table 3: 2019 Solano County CMP State Highway LOS Monitoring Results with Historical Comparisons

ID	Roadway	From (Postmile)	To (Postmile)	Standard	2001	2003	2005	2007	2010 Model	2015 Model	2019
State Highways											
1	I-80	0	0.933	F	D	D	E	F	D	D	A
2	I-80	0.933	1.114	F	F	E	E	E	D	D	C
3	I-80	1.114	4.432	F	F	D*	D*	D	E	C	C
4	I-80	4.432	6.814	F	F	D*	D*	D	E	B	C
5	I-80	8.004	10.015	E	D	D	D	C	B	B	B
6	I-80	10.015	11.976	E	C	D*	C	C	B	A	C
7	I-80	11.976	12.408	E	D	D*	E	E	D	B	B
8	I-80	12.408	13.76	F	F	D*	F	F	C	A	B
9	I-80	13.76	15.57	F	F	D*	F	E	D	B	A
10	I-80	15.57	17.217	F	F	E*	E	E	E	A	C
11	I-80	17.217	21.043	F	F	E*	F	E	E	B	D ₂
12	I-80	21.043	23.034	F	D	D*	E	D	C	B	D
13	I-80	23.034	24.08	E	E	E	D	D	D	B	D
14	I-80	24.08	28.359	F	D	D	D	C	D	A	A
15	I-80	28.359	32.691	F	D	D	C	C	D	A	C
16	I-80	32.691	35.547	F	E	E	D	C	C	A	B
17	I-80	35.547	38.21	F	D	D	E	D	C	A	B

ID	Roadway	From (Postmile)	To (Postmile)	Standard	2001	2003	2005	2007	2010 Model	2015 Model	2019
18	I-80	38.21	42.53	E	C	C*	C*	D	C	A	A
19	I-80	42.53	44.72	E	D	C	D	D	D	A	A ₁
20	I-505	0	3.075	E	B	D	B	B	B	A	A
21	I-505	3.075	10.626	E	A	A	B	A	A	A	A
22	I-680	0	0.679	F	F	F	F	F	D	A	A
23	I-680	0.679	2.819	E	C	B*	B*	***	D	A	C
24	I-680	2.819	8.315	E	C	C	D	D	D	A	D
25	I-680	8.315	13.126	E	C	***	D	***	C	A	C
26	I-780	0.682	7.186	E	C	C*	C*	***	E	A	A
27	SR-12	0	2.794	F	C	F	F	F	F	B	E
28	SR-12	1.801	3.213	B	B*	B	B	***	C	B	B
29	SR-12	3.213	5.15	F	B	B**	B	C	E	A	A
30	SR-12	5.15	7.7	F	B	B**	B**	A	D	A	A
31	SR-12	7.7	13.625	E	B	B	B	B	B	A	A
32	SR-12	13.625	20.68	F	B	B	B	B	B	A	A
33	SR-12	20.68	26.41	E	E	E**	E**	E**	E	D	D
34	SR-29	0	2.066	E	A	A*	A*	A	E	A	A
35	SR-29	2.066	4.725	E	B	B*	B*	B	E	D	A ₁
36	SR-29	4.725	5.955	E	C	C*	C*	C	F	D	A
37	SR-37	0	6.067	F	C	C*	C*	A	F	A	C
38	SR-37	6.067	8.312	E	B	B*	B*	A	C	A	A
39	SR-37	8.312	10.96	F	F	F*	F*	A	C	B	B
40	SR-37	10.96	12.01	F	F	F*	F*	A	C	A	C
41	SR-84	0.134	13.772	E	C	C	C	C	C	A	A
42	SR-113	0	8.04	E	B	B	B	A	A	A	A
43	SR-113	8.04	18.56	E	B	B	B	A	A	A	A
44	SR-113	18.56	19.637	F	F	F	***	C	A	A	A
45	SR-113	19.637	21.24	F	F	F	***	D	C	A	A
46	SR-113	21.24	22.45	E	C	C	C	B	B	A	B
47	SR-128	0	0.754	E	C	C	C	C	C	A	A
48	SR-220	0	3.2	E	C	C	C	C	C	A	A

Table 4: 2019 Solano County CMP Local Roadway LOS Monitoring Results with Historical Comparisons

Local Roadways										
ID	Roadway	From	To	Standard	2001	2003	2005	2007	2010 Model	2019
49	Military East	E. 2 nd St	Adams St	E	***	***	C	***	C	A
50	Military West	I-780	E. 2 nd St	E	B	***	A	***	B	A
51	Air Base Parkway	Walters Rd	Peabody Rd	E	***	***	***	C	B	A

ID	Roadway	From (PM)	To (PM)	Standard	2001	2003	2005	2007	2010 Model	2019
52	Peabody Road	Fairfield City Limit	VV City Limit	E	D	E	D	D	E	E
53	Peabody Road	Vacaville City Limit	California Dr	E	A	A	D	C	A	A
54	Walters Road	Petersen Rd	Bella Vista Rd	E	B	***	***	***	A	A
55	Vaca Valley Pkwy	I-80	I-505	E	C	C	C	D	A	A
56	Elmira Road	Leisure Town Rd	VV City Limit	E	B	B	C	C	B	A
57	Vanden Road	Peabody Rd	Leisure Town Rd	D	B	B	B	C	B	A
58	Tennessee Street	Mare Island Wy	I-80	E	***	***	***	C	D	A
59	Curtola Parkway	Lemon St	Maine St	E	***	***	***	B	E	A
60	Mare Island Way	Maine St	Tennessee St	F	***	***	***	B	B	A

¹ On Segments 19 and 35, some congestion was observed in the video footage from traffic counts that may have lowered the traffic volumes observed at this location, resulting in a higher LOS.

² At Segment 11, Caltrans PeMs 2018 data was used.

* LOS taken from STA's I-80/I-680/I-780 Corridor Study

** SR-12 MIS 2001

*** Data not available

Table 5: 2019 Solano County CMP Intersection LOS Monitoring Results with Historical Comparison

ID	Intersection	Jurisdiction	Standard	2001	2003	2005	2007	2010 Model	2019
11	Peabody Road at Cement Hill/Vanden Road	Fairfield	E	***	E	***	B	B	C
12	Walters Road at Air Base Parkway	Fairfield	E	B	B	***	A	D	D
13	Tennessee Street at Sonoma Blvd	Vallejo	E	D	C	B	B	B	D
14	Curtola Parkway at Sonoma Blvd	Vallejo	E	C	C	C	C	C	D
15	Mare Island Way at Tennessee Street	Vallejo	F	D	D	B	B	B	C

The 2019 monitoring of Solano County's CMP network shows that all segments are within compliance. However, several segments (such as Segments 9, 10, 11, 36, and 37) show a higher LOS than has been previously reported from the 2010 Model. There are two potential explanations for this: one is that the count location may have been slightly different from previous years and could result in a different LOS. This may be the case for Segment 1, which is located near the Carquinez Bridge toll plaza. If previous counts were taken south of the toll plaza, it could have resulted in a lower LOS (queueing and slowing near the toll plaza). The second is that the segment may be congested to the point that traffic is slowed, and lower volume counts are reported. In the second of such cases, the overall corridor may be performing closer to LOS D or E.

Regardless of the compliant status, it is prudent to offer potential explanations to other segments that saw drastic shifts in LOS with the 2019 Monitoring Cycle, based on recently completed projects On I-80 through Fairfield, the I-80/I-680/SR-12 Interchange project continues to progress, with Phase 1 completion occurring in 2017. This improved the interchange with both Green Valley Road and SR-12. Additionally, metering ramps have been added to I-80 between Red Top Road and I-505 in Vacaville since the last monitoring cycle. It is possible that both of these projects improved LOS on I-80 through Fairfield and Vacaville.

On I-680, improvements to LOS at the Benicia Bridge were likely realized after the opening of the new northbound bridge span and relocation of the toll plaza. Since the toll plaza was relocated on the southern end of the bridge in Contra Costa County, backups that were once common on the northern end of the bridge were drastically reduced.

2.5 Future of LOS: Switch to VMT

A new aspect to this and future CMPs is the transition from LOS to Vehicle Miles Traveled (VMT) to analyze transportation impacts under the California Environmental Quality Act (CEQA). Senate Bill 743 (SB 743), passed in 2013, required changes in the guidelines to implementing CEQA. Rather than using the traditional LOS metric, Vehicle Miles Traveled (VMT) was adopted as the primary metric by which all transportation impacts would be measured under CEQA. Under this law, LOS and other similar metrics are no longer considered a significant environmental impact under CEQA. Regardless, LOS still provides a valuable metric for analyzing congestion.

SB 743 represents a significant shift in how all projects that require a CEQA analysis will be analyzed. Previously, under the LOS metric, the goal of CEQA analysis was to ensure that the project would not have an adverse effect on the LOS of nearby CMP network segments or intersections; in other words, the analysis was done to ensure the project would not significantly increase congestion on nearby roadways. Projects to mitigate LOS increases may consist of roadway widening, but could also include bike or pedestrian projects, or TDM measures. Under a VMT analysis, a project will be analyzed based on how many total vehicle miles traveled the project will generate. Mitigation measures will include projects that will reduce the amount of VMT generated by a project; in other words, the goal will be to reduce the overall number of vehicle trips rather than simply reducing congestion. Mitigation projects under this are more likely to be TDM measures or bike and pedestrian projects, as they are projects that can have a direct impact on reducing VMT by giving people options besides the automobile.

Previous legislative efforts, such as AB 32, SB 375, and SB 32 have set greenhouse gas emission reduction standards for California to meet. For example, AB 32 (2006) required California to reduce its

GHG emissions to 1990 levels by 2020, and SB 32 (2016) further requires a 40% reduction in GHG emissions from 1990 levels by 2030. SB 375 set further goals by directing regional MPOs to develop a sustainable communities strategy that will outline strategies for helping California meeting its climate goals. SB 743 represents a next step in curbing GHG emissions in California. Transportation accounts for 40% of all GHG emissions, with cars and light trucks accounting for three quarters of those emissions (30% overall). As such, reducing single occupancy vehicle (SOV) trips is imperative to curb GHG emissions in California. Switching to using VMT as the primary analysis metric under CEQA will lead to mitigation efforts that have a more lasting impact on reducing SOV trips across the state.

Local governments across California will be required to start using VMT as the primary metric for analyzing transportation impacts under CEQA on July 1, 2020. SB 743 did not amend the CMP legislation to require CMPs to adopt the VMT metric instead of LOS, however, MTC has taken steps to write legislation that would make this change. It is probable that by the next biannual CMP update in 2021, VMT will be used as a metric for monitoring the CMP network. While it is not being used as a metric for this CMP update, STA wishes to include a discussion of VMT in order to prepare for future CMP updates. Additionally, STA has been working with its member agencies to prepare them for the shift to VMT in CEQA analysis that is to occur by 2020, as well as collaborating with other Bay Area agencies to understand best practices.

SB 743 made one change to the CMP legislation, by amending it to reinstate the designation of “infill opportunity zones” where the CMP LOS would not apply. These areas may be established in Transit Priority Areas (TPAs) or high quality transit corridors with at least 15 minute frequency of transit service. Previous infill opportunity zones expired in 2009, and no member agency in Solano County had taken advantage of the designation.

Vehicle Hours Delay

Another shift in this CMP is examining how the LOS is measured. In previous CMPs and in the current one, traffic count data has typically come from Caltrans or their PeMS (Performance Measurement System) database, which maintains traffic counts for all state owned roadways. LOS calculated from this data is typically done using a volume to capacity (V/C) ratio. Recently, with the increase in the amount and reliability of big data from companies such as INRIX, the subject of data sources for LOS monitoring is worth reexamining. INRIX data, when calculated to LOS, is calculated using a formula that requires travel times and speed on each roadway segment. The result is an LOS that reflects the delay that a vehicle experiences on said segment, rather than showing which segments are at capacity or over capacity. Several other CMAs measure congestion on their CMP network using this method, and it may be advantageous for STA to consider in future CMP monitoring cycles. While the typical data source for traffic counts has been Caltrans, it is worth considering other sources as big data continues to grow in the amount available and its accuracy. Doing so would result in greater accuracies on showing speeds and delay on CMP segments.

Section 3: System Performance

3.1: System Performance Purpose and Intent of Legislation

The CMP Legislation of 1991 requires all CMAs to establish performance measures to evaluate the current and future multimodal system performance, in addition to the LOS metric presented for roadways. Solano County has a robust multi-modal transportation network that features many public transportation options, a connected network of bicycle and pedestrian paths, and TDM measures to encourage commuters to use alternative forms of transportation, such as carpool and vanpool. Each of these are described in detail in this chapter. The measures should not be confused with “standards,” as no level of performance is required by the legislation. Rather, the intent is to determine whether the goals of the CMP are being met (see Executive Summary for a full list of CMP goals). These measures could also be used in determining any necessary CIP projects, or be used in the land-use analysis program.

3.2 Performance Measures

There are many ways to assess the effectiveness of a transportation system besides the level of congestion on roadways using LOS. Only using LOS would ignore the fact that the transportation system is multimodal, and that LOS does not work for measuring the effectiveness of a transit line or a bike path. As such, STA must use other performance measures to measure the effectiveness of Solano County’s transit system and bike and pedestrian system. These performance measures are designed to support mobility, air quality, land use, economic objectives, and are used in the development of the Capital Improvement Plan. Unlike LOS, however, these performance measures do not have a standard that must be met; rather they provide a measuring stick to measure the effectiveness of each component. These standards are:

- Ridership for Intercity Transit
 - Headways, stops per mile, days and hours of operation, and farebox recovery
- Bicycle and Pedestrian Movement
 - Bicycle and Pedestrian Plan Implementation in the CIP; number of miles of infrastructure built, and gap closures to improve safety and encourage use
- Multimodal Split (See Chapter 4)
 - Percent of trips per mode taken based on American Community Survey data
- Travel Time Reliability
 - Measuring the reliability of travel times on I-80

3.3: Current Transit Operations in Solano County

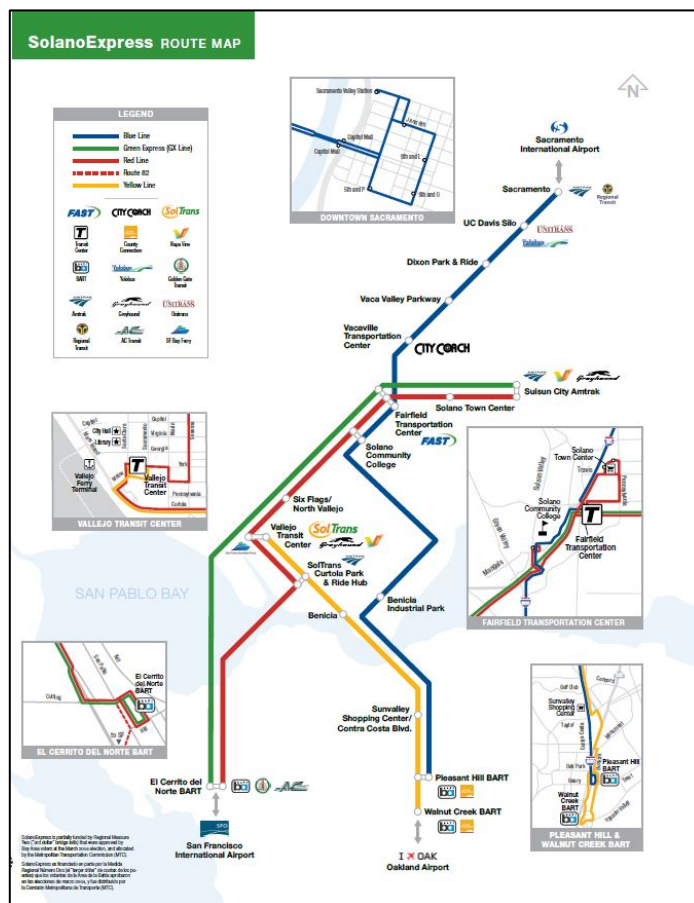
The transit system consists of:

- SolanoExpress Intercity bus routes are operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), through operating agreements with STA. These routes primarily serve those traveling between cities in Solano County, as well as destinations outside Solano County. SolanoExpress routes serve BART in El Cerrito, Pleasant Hill, and Walnut Creek, as well as U.C. Davis and downtown Sacramento. Rio Vista Delta Breeze also operates two

intercity routes not part of the SolanoExpress system that connect Rio Vista to Fairfield/Suisun City, and to Pittsburg Bay Point BART.

- Passenger rail service provided by the Capitol Corridor, connecting Solano County to Sacramento and the Bay Area. The Capitol Corridor has two stops in Solano County: Suisun/Fairfield, and Fairfield/Vacaville.
- Passenger ferry service operated by the San Francisco Bay Ferry, connecting Vallejo to downtown San Francisco. Caltrans also operates two small car ferries to provide access to Ryer Island near Rio Vista.
- Local bus service provided by Dixon Read-Ride, FAST, Rio Vista Delta Breeze, SolTrans, and Vacaville City Coach. Additionally, Dixon Read-Ride, FAST, SolTrans, and Vacaville City Coach also provide ADA accessible paratransit to those who qualify.
- Formal carpool and vanpool facilities and services
- The intercity taxi scrip program

Figure 4: SolanoExpress Route Map



SolanoExpress Intercity Bus Service

Intercity public transit service in Solano County is primarily provided by Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), and Rio Vista Delta Breeze. The two former services operate the Green Express Line, Blue Line, Yellow Line, and Red Line. Each of these lines combine to form the SolanoExpress system, and reach destinations from Sacramento to BART in the Bay Area. The Blue Line, Green Express Line, and Yellow Line all went into service in July 2018, and consolidated several routes. The Blue Line combined the previous Routes 20, 30, and 40, the Green Express was formed from the previous Route 90, and the Yellow Line was formed from the previous Route 78. In July 2019, the old Routes 80 and 85 combined to form the Red Line. The consolidation of SolanoExpress route occurred to create more frequent, efficient service and to consolidate overlapping routes.

SolanoExpress buses operate as early as 4:00 A.M. on weekdays, and as late as midnight on weekdays. Headways vary by route but range (in the peak hours) from 15 minutes (Red Line) to 30 minutes (Yellow Line).

All SolanoExpress buses are equipped with accessible features (e.g., lifts, dedicated seating, etc.) in compliance with the Americans with Disabilities Act (ADA). All SolanoExpress routes accept Clipper, the

Bay Area's universal transit fare card, and are equipped with Automated Vehicle Locators (AVL), allowing passengers to track their bus's arrival in real time. FAST uses the app NextBus, while SolTrans uses the app MyRide to track their local and SolanoExpress routes respectively. Currently, the SolanoExpress fleet includes 37 buses, 19 operated by FAST and 18 operated by SolTrans. Currently, the entirety of the FAST fleet runs on diesel, and the SolTrans buses run on compressed natural gas (CNG). STA has secured grant funding from CalSTA to begin the process of electrifying the SolanoExpress fleet. This is expected to be phased in as the technology develops.

Table 6: SolanoExpress Routes

Route	Origin	Intermediate Stops	Destination	Approx. Peak Headways	Approx. Off Peak Headways	Operator
Blue Line	Fairfield Transportation Center (FTC)	Vacaville, Dixon, UC Davis	Downtown Sacramento	30 min	60 min	FAST
Green Express Line	Suisun/Fairfield Amtrak	FTC	El Cerrito Del Norte BART	20 min	N/A	FAST
Red Line	Suisun/Fairfield Amtrak & Solano Mall (off peak trips)	FTC, Fairgrounds Dr, Vallejo Transit Center	El Cerrito Del Norte BART	15 min (60 min to Fairfield)	20 min (60 min to Fairfield)	SolTrans
Yellow Line	Vallejo Transit Center	Curtola P&R, Downtown Benicia, Sun Valley Mall	Pleasant Hill BART (AM Eastbound only) & Walnut Creek BART	30 min	60-90 min	SolTrans

Source: FAST and SolTrans

SolanoExpress Route Performance

As of the third quarter of FY 2018-19, the SolanoExpress system is on track to see a 2.9% increase in ridership over the previous fiscal year. The increase in ridership from 2017-18 to 2018-19 is significant because of the recent SolanoExpress service changes, which began at the beginning of FY 2018-19. The system is also continuing the trend of carrying over 1 million passengers per year, of which it has done so since 2011. After three quarters of FY 2018-19, the route with the highest ridership is the Route 80 (consolidated to the Red Line as of July 2019), with 398,407 riders. This is followed by the Green Express, with 157,539. Traditionally, these have been the most productive routes of the SolanoExpress system because they provide a direct connection to El Cerrito Del Norte BART.

Table 7: SolanoExpress Ridership by Route

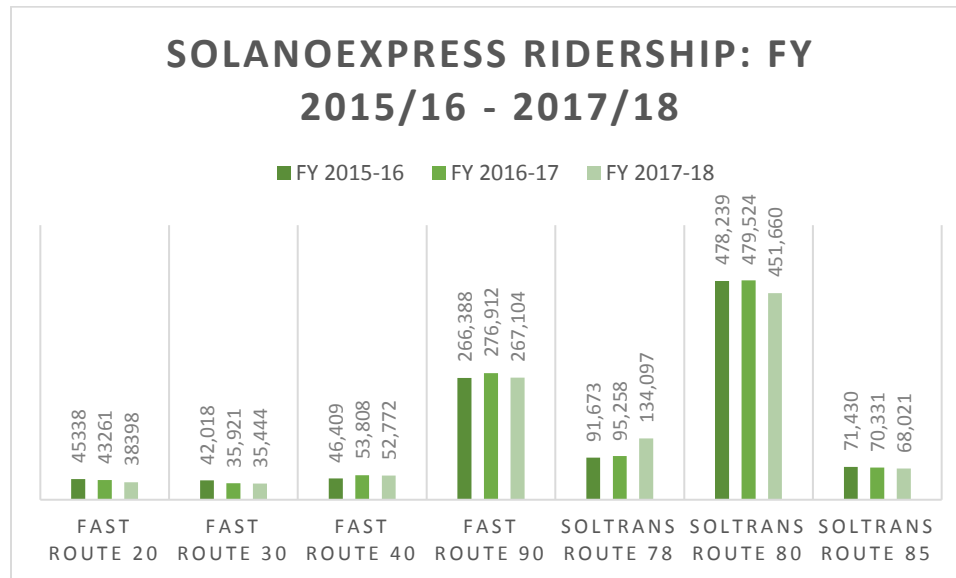
	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19 (Q1-Q3)
FAST Route 20	45,338	43,261	38,398	N/A*
FAST Route 30	42,018	35,921	35,444	N/A*
FAST Route 40	46,409	53,808	52,772	N/A*
FAST Route 90	266,388	276,912	267,104	N/A*
SolTrans Route 78	91,673	95,258	134,097	N/A*
SolTrans Route 80	478,239	479,524	451,660	398,407
SolTrans Route 85	71,430	70,311	68,021	70,031

	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19 (Q1-Q3)
FAST Blue	N/A*	N/A*	N/A*	108,906
FAST Green Exp.	N/A*	N/A*	N/A*	157,539
SolTrans Yellow	N/A*	N/A*	N/A*	80,832
TOTAL	1,041,495	1,054,995	1,057,013	815,715

Source: Solano Transportation Authority

*No data available due to route consolidation

Figure 5: SolanoExpress Ridership, prior to service changes



Source: Solano Transportation Authority

Another metric to measure SolanoExpress system performance is the fare box recovery ratio of each route. This represents the revenue collected in fares, divided by the cost to operate the route; in other words, it shows how much of the route's operating costs are paid for by passenger fares. The established standard set by the State of California is generally 20% fare box recovery. As of the end of the third quarter of 2018-19, all SolanoExpress routes were meeting this standard, with the exception of the FAST Blue Line, which was expected to take a slight dip in farebox recovery during its first year of operations.

Table 8: SolanoExpress Farebox Recovery by Route; 2018-19 Q1-Q3

Route	Farebox Recovery 2018-19 Q1-Q3
FAST Blue Line	16%
FAST Green Express	67%
SolTrans Yellow Line	25%
SolTrans Route 80	74%
SolTrans Route 82	33%
SolTrans Route 85	22%

Source: Solano Transportation Authority

Other Intercity Fixed Routes serving Solano County

In addition to the SolanoExpress system, several transit operators have intercity bus service serving Solano County. Rio Vista Delta Breeze operates two inter-city routes: Routes 50 and 52. Route 50 connects Rio Vista to Suisun Walmart, Suisun Amtrak, Fairfield Transportation Center, and several medical facilities. Route 52 is primarily a commuter route, and provides two round trips from Rio Vista to Pittsburg Bay Point BART. Additionally, Napa VINE has two routes that serve Solano: Routes 11 and 21. Route 11 begins at Redwood P&R in Napa, and serves downtown Napa, Napa Valley College, American Canyon, and Sereno Transit Center before ending at the Vallejo Ferry Terminal. Route 21 begins at the Soscol Transit Center in downtown Napa, and serves Napa Valley College, Fairfield Transportation Center, and Suisun Amtrak. Yolobus Route 220 begins at the U.C. Davis Memorial Union, and stops in Winters and at Vacaville Kaiser before ending at the Vacaville Transportation Center. Additionally, a number of Solano transit operators offer intercity paratransit service by appointment only for ADA-qualified individuals.

Table 9: Other Intercity Bus Routes serving Solano County

Route	Origin	Intermediate Stops	Destination	Approx. Peak Headways	Approx. Off Peak Headways	Provider
Route 50	Downtown Rio Vista	Trilogy, Suisun Walmart	Fairfield Transportation Center	1 WB Trip; 1 WB Trip Daily	1 WB Trip; 3 EB Trips Daily	Rio Vista Delta Breeze
Route 52	Trilogy Rio Vista	Downtown Rio Vista	Pittsburg Bay Point BART	1 Round Trip Daily	N/A	Rio Vista Delta Breeze
Route 11	Redwood P&R Napa	Downtown Napa, NVC, Sereno Transit Center	Vallejo Ferry Terminal	60 min	60 min	Napa VINE
Route 21	Soscol Transit Center Napa	NVC, Fairfield Transportation Center	Suisun Amtrak	60 min	60 min	Napa VINE
Route 220	U.C. Davis Memorial Union	Downtown Winters, Kaiser Vacaville	Vacaville Transportation Center	3 Round Trips Daily	N/A	Yolobus

Source: Rio Vista Delta Breeze, Napa VINE, and Yolobus

Local Transit Services

Solano County has five local transit operators, serving all seven cities in Solano County and providing connections to intercity transit. Below is a summary of each operator:

Solano County Transit, or SolTrans, is the joint transit service for Benicia and Vallejo. SolTrans operates the following services:

- **Local Routes:** 9 local routes serve major destinations in Vallejo and Benicia Monday-Saturday, with one route operating on Sundays. SolTrans is supplementing their local service in Benicia with a partnership with Lyft to provide rides from Benicia to shopping and medical appointments in Vallejo, and within Benicia city limits. This partnership will replace the Route 20 and the Benicia Dial-a-Ride. SolTrans local routes operate between 5:30 A.M. and 9:00 P.M. and

most routes operate on 30-60 minute headways throughout the day, with some operating on 15 minute headways during peak hours.

- School Routes: 3 routes operate before and after school hours only, serving Benicia schools and Jesse Bethel High School in east Vallejo. Benicia's school routes also offer limited Saturday service.
- Intercity Commuter Routes: 2 routes (Yellow and Red), operate as part of the SolanoExpress system and provide connections to Fairfield/Suisun, El Cerrito Del Norte BART, Sun Valley Mall, Pleasant Hill BART, and Walnut Creek BART. SolTrans also operates one late night round trip Monday-Friday directly to the Transbay Transit Center in San Francisco, billed as the Route 82.
- Dial-a-Ride Paratransit Service: Offered to eligible individuals upon requests to destinations within Vallejo and Benicia Monday-Saturday, and limited destinations regionally

In 2019, SolTrans implemented service improvements across all of their routes in response to the 2018 Comprehensive Operational Analysis. A few of these changes include extending service hours on local routes to 9pm on weekdays, replacing the Route 20 with a Lyft partnership (in coordination with STA), and adjusting the headways on most local routes. The partnership with Lyft reflects the overall nationwide trend of transit operators adjusting to declining local service and changing travel patterns. A Lyft partnership allows for more convenience and provides greater weekend service.

In FY 2017-18, SolTrans local routes and paratransit experienced a combined ridership of nearly 710,947, a decrease over the previous three fiscal years. The average farebox recovery for local routes in FY 2016-17 was 13%, below the state standard of 20%. All SolTrans buses accept Clipper fare payments.

Fairfield and Suisun Transit, or FAST, is the transit service for Fairfield and Suisun City, operated by the City of Fairfield. FAST operates the following services:

- Local Routes: 8 local routes operate Monday-Saturday and serve major destinations in Fairfield and Suisun City, and connect to intercity routes, as well as Amtrak's Capitol Corridor
- School Routes: 1 route operates before and after school hours only, connecting Cordelia schools with Suisun City and other parts of Fairfield. Local routes operate from 6:00 A.M to 8:30 P.M on weekdays and 9:00 A.M. to 6:00 P.M. on Saturdays. Most local routes operate on a headway of 30-60 minutes.
- Intercity Commuter Routes: 2 routes (Blue and Green Express), operate as part of the SolanoExpress system and provide connections to U.C. Davis, Sacramento, El Cerrito Del Norte BART, and Pleasant Hill BART. Blue Line operates Monday-Saturday, while the Green Express Line operates Monday-Friday during commute hours only
- Dial-a-Ride Paratransit Service: Offered to eligible individuals upon request Monday-Saturday to destinations within Fairfield and Suisun City, and limited destinations regionally

In FY 2017-18, FAST local routes and paratransit had a combined ridership of 597,949, accounting for 59% of the total system ridership. In the same fiscal year, FAST's local routes in 2014-15 averaged a farebox recovery of 13%, below the state standard of 20%. All FAST buses accept Clipper fare payments.

Vacaville City Coach is the City operated local transit service for Vacaville. City Coach offers the following services:

- Local Routes: 6 local routes operate Monday-Saturday and serve major destinations in Vacaville, and connect to SolanoExpress intercity routes. City Coach routes operate on 30-60 minute headways and run from 6:00 A.M. to 6:30 P.M. on weekdays, and 8:00 A.M. to 6:00 P.M. on Saturdays.
- Dial-a-Ride Paratransit Service: Offered to eligible individuals upon request Monday-Saturday to destinations within Vacaville

In FY 2017-18, Vacaville City Coach routes achieved a ridership of 426,717, a decrease over the previous two fiscal years. In this same fiscal year, the farebox had dropped to 17%, prompting a restructure of City Coach routes in the summer of 2018. The restructure occurred after a complete system analysis in early 2018. All City Coach buses accept Clipper fare payments.

Dixon Read-Ride is the City operated dial-a-ride transit service for Dixon residents. Read-Ride offers the following services:

- Dial-a-Ride Service: Read-Ride offers dial-a-ride service Monday-Friday from 7am-5pm within Dixon City Limits. The service serves all Dixon schools, and connects to the SolanoExpress Blue Line at the Dixon Market Lane Park and Ride
- Intercity Paratransit Service: Read-Ride offers paratransit service to Vacaville and Davis to ADA eligible individuals by appointment only

In FY 2017-18, Dixon Read-Ride's ridership was 63,843, a slight increase over the previous two fiscal years. In 2014-15, the farebox recovery was 14.9%, above the state standard of 10% for rural transit systems. The 10% rural transit threshold applies to Dixon Read-Ride as well as the Rio Vista Delta Breeze.

Rio Vista Delta Breeze is the transit operator serving Rio Vista and nearby Isleton in Sacramento County. Delta Breeze offers the following services:

- Dial-a-Ride Service: Delta Breeze offers dial-a-ride service Monday-Friday from 9am-1:30pm within Rio Vista city limits and Isleton city limits, as well as the Delta resort communities between the two cities along State Route 160
- Intercity Routes: Delta Breeze operates two intercity routes Monday-Friday, one to Fairfield/Suisun and the other to Pittsburg Bay Point BART. Both of these routes provide vital connections to the rural community of Rio Vista. Route 50 to Fairfield/Suisun has three round trips per day, while Route 52 to Pittsburg/Bay Point BART operates two round trips per day.

In FY 2017-18, Rio Vista Delta Breeze had a combined ridership from all routes of 10,009; In 2014-15, the farebox recovery during that same fiscal year was 6.9%, below the state standard of 10% for rural transit services.

Rail Service

Amtrak's Capitol Corridor

The Capitol Corridor Joint Powers Authority (CCJPA) operates passenger rail service between San Jose and Auburn, serving Oakland, San Francisco (via bus connection), Richmond, and Sacramento in between. The Capitol Corridor has two stops in Solano County:

- Suisun/Fairfield located in downtown Suisun City at the intersection of Main Street and SR-12. The station has a single building with two automated ticket machines, and a transit information booth operated by Solano Mobility. There is indoor and outdoor seating under a covered station platform, and two bus shelters adjacent to the station. Parking is available adjacent to the station, or across the street at the Lotz Way Park and Ride lot. Bike parking is also available at the station and the Park & Ride lot. The Suisun/Fairfield station is served by the SolanoExpress Red Line and Green Express Line, as well as the Napa VINE Route 21, Rio Vista Delta Breeze Route 50, and FAST Route 50. Greyhound makes a stop at the station, and it is also served by STA's Lyft First/Last Mile Program. The station serves as an anchor for Suisun City's waterfront downtown PDA and the adjacent Fairfield Downtown PDA, and is expected to benefit from future growth in housing and retail in the area.
- Fairfield/Vacaville, a new station located in northeast Fairfield at the intersection of Peabody Road and Vanden Road. The station is equipped with automated ticket machines, adjacent parking, bike parking, and 5 bus shelters served by local transit (currently FAST Route 2). The station is expected to be a catalyst for new development that is planned to occur in the northeast Fairfield area. Over 6,000 housing units are planned to be built within the Fairfield/Vacaville Train Station Priority Development Area (PDA), which surrounds the newly opened station. The station also serves Solano County's largest employer, Travis Air Force Base.

Each station is served by 30 trains per day on weekdays, and 22 trains per day on weekends. The tracks run through Solano County for 41.5 miles, from the Yolo County line to the Benicia-Martinez Bridge across the Carquinez Strait. The service is popular among commuters and students, and saw a ridership of 1.7 million system-wide in 2018, an increase of 6.25% over 2017 ridership. After three quarters of FY 19 (Oct 2018 to June 2019), the Suisun/Fairfield Train Depot had a combined boardings and alightings of 86,081, while the Fairfield/Vacaville Station saw a combined boardings and alightings of 66,495 during the same time period.

Ferry Service

San Francisco Bay Ferry

Passenger ferry service began in Solano County in 1986, operating a single route between Vallejo and San Francisco. Originally, the service was operated by the City of Vallejo, but has since been transferred to the San Francisco Bay Ferry, which is operated by the Water Emergency Transportation Authority, or WETA. This single route remains, carrying commuters from the downtown Vallejo waterfront to the San Francisco Ferry Building and Pier 41 7 days a week. Two ferry stops exist in Vallejo:

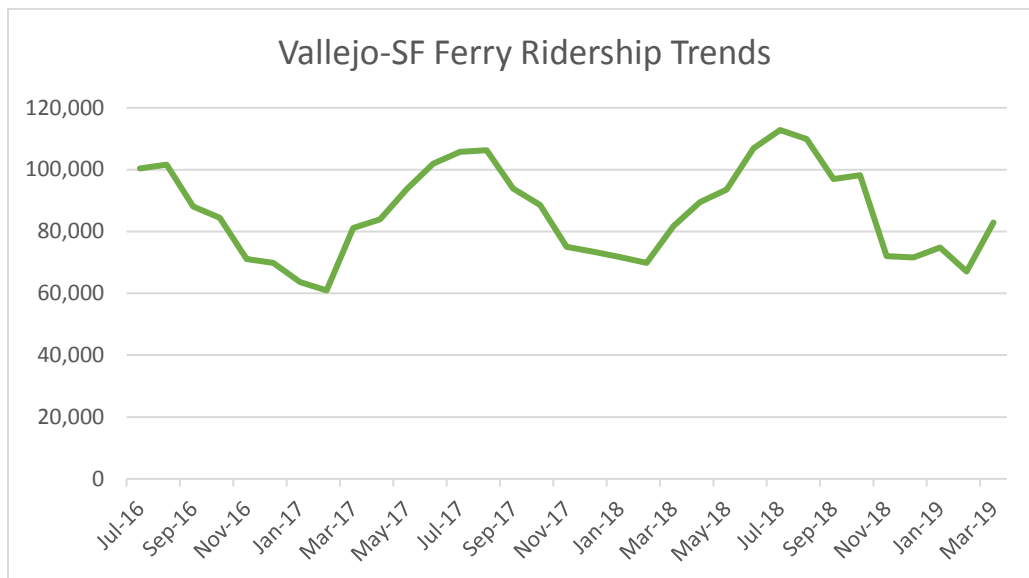
- Mare Island: Limited ferry service is available from Mare Island adjacent to the San Francisco Bay Ferry's operations and maintenance center on Nimitz Ave. Free parking is available at the terminal, and ticketing is available on the ferry. The Mare Island Terminal is served by 6 outgoing and 7 incoming boats on weekdays, and 3 outgoing and 4 incoming boats on weekends.
- Vallejo Ferry Terminal: Located at the intersection of Mare Island Way and Georgia St, this popular terminal enjoys direct ferry service to downtown San Francisco 7 days a week. Based on the summer schedule, the terminal is served on weekdays by 15 outgoing boats and 14 incoming boats. On weekends, it is served by 7 outgoing and incoming boats a piece. Each

season the schedule is changed to reflect fluctuating ridership trends, such as increased tourism ridership in the summer. The Ferry Terminal is directly adjacent to the Vallejo Transit Center, which is served by all SolTrans local routes, SolanoExpress Red Line, and Yellow Line, and the Napa VINE Routes 11 and 29. Paid parking is available across the street from the terminal, or in a nearby parking garage with 750 spots. Plans are underway to expand the parking garage and add mixed use residential/retail buildings adjacent to the Ferry Building.

San Francisco Bay Ferry also operates a seasonal ferry service from Vallejo to San Francisco Giants games during the spring and summer seasons. On weekends, the ferry serves the ballpark directly in both directions, but on weekdays it is only direct on the return trip (ferry riders must use regularly scheduled trips to the SF Ferry Building to get to San Francisco).

The Vallejo-SF Ferry Route is one of the San Francisco Bay Ferry's most productive routes. In FY 2017-18, the route saw a ridership of 1,056,341, an increase of 5.5% over the previous fiscal year's ridership. Several boats during peak hours are often at capacity, and will sometimes turn away passengers at the dock. Regional Measure 3, a bridge toll increase passed by Bay Area voters in 2018, will include additional funds to expand ferry service between Vallejo and San Francisco. Additionally, in FY 2016-17, the Vallejo-SF Route achieved a farebox recovery of 62%, better than any other route in the WETA system.

Figure 6: Vallejo – San Francisco Ridership: July 2016 to March 2019



Source: San Francisco Bay Ferry

Caltrans Delta Ferries

Caltrans operates two small car ferries in the Delta: the Real McCoy II Ferry on SR-84, and the J-Mack Ferry on SR-220. Each ferry can accommodate cars, light trucks, and RVs. The capacity of the Real McCoy Ferry is 8 cars, while the J-Mack Ferry can accommodate 6 cars. The ferries primarily serve recreational and agricultural traffic, as there is no significant housing or industry on Ryer Island.

Specialized Transit Services

Travel Training

Though not explicitly a transportation service in itself, travel training provides a vital service to members of the public who would like to learn how to ride public transportation. A qualified trainer will meet the patron at their house, and show them step-by-step how to get from Point A to Point B, depending on the needs of the patron. The trainer will show the patron how to read a bus schedule, how to board the bus, pay the fare, where to get off the bus, etc. This service is highly popular among those who would otherwise not feel comfortable riding public transportation.

Intercity Taxi Card Program

The Solano County Intercity Taxi Card Program is a result of two Senior and Disabled Transit summits sponsored by STA and the County of Solano in 2009. The program provides a flexible option for those who qualify for ADA paratransit to get a ride anywhere in Solano County, 24 hours a day, 7 days a week. Such persons are eligible to purchase discounted taxi fares, which are loaded onto a prepaid debit card that may only be used for its purpose. Previously, paper tickets were used, but as of 2019 the program is being phased into an electronic debit system. These discounted fares may be used to ride taxis anywhere in Solano County, as long as the ride begins and ends in Solano County. The program is also introducing a new non-ambulatory service. Previously, in order to be eligible to use taxi scrip the user must have been able to get in and out of the taxi without assistance from the driver. Now, people who have wheelchairs will also be able to use the service, using wheelchair accessible taxis.

ADA Paratransit

All five of Solano County's transit operators provide ADA accessible paratransit to their qualified residents within their service area. In all cases, the service is available by reservation only, and generally must be reserved at least a couple of hours in advance. SolTrans and FAST offer regional connections on their paratransit system to neighboring cities, while Dixon and Rio Vista offer paratransit services as part of their general public dial-a-ride service. Dixon also offers paratransit rides to Davis and Vacaville by advance reservation only. SolTrans, FAST, and City Coach operate Monday-Saturday, while Dixon and Rio Vista operate Monday-Friday.

Volunteer Driver Services

Supplementing transit options are volunteer driver services, run by local non-profits. One of these services, called Faith in Action Ride with Pride, offers rides to older adults on a donation basis only. These services are available to older adults who no longer drive and are ambulatory. Ride with Pride is often used to transport seniors to medical appointments or shopping.

3.4 Bike and Pedestrian

STA is committed to encouraging active modes of transportation, such as bicycling and walking, as a healthy alternative to driving.

3.4.1 Current System

Solano County's bicycle network is made up of a mix of Class I paths, Class II bike lanes, and Class III bike routes. As of 2012, Solano County had a total of 132.9 miles of Class I and Class II bikeways connecting

the county. These include important inter-city connector routes, such as the Solano Bikeway, Dixon-Davis Bikeway, and Vaca-Dixon Bikeway.

The pedestrian network is made up of sidewalks, Class I paths, crosswalks, and other enhanced pedestrian treatments. As part of the Active Transportation Plan, STA recently mapped all sidewalks in each Solano County city and pockets of unincorporated County. The total countywide sidewalk mileage is 1,313 miles (includes measurements of sidewalks on both sides of the street independently).

Current Adopted Plans

STA's current adopted bicycle and pedestrian plans are the 2012 Countywide Bicycle Transportation Plan, and the 2012 Countywide Pedestrian Transportation Plan. Both of these plans are being combined with the 2012 Safe Routes to Transit Plan and the Safe Routes to School Plan to form the Solano Active Transportation Plan; scheduled to be complete in early 2020. Additionally, the Active Transportation Element of the Solano County CTP from 2014, also includes some active transportation policies and projects.

Currently, no Solano County member agency has its own adopted bicycle or pedestrian plan, however, STA is currently working with each jurisdiction to develop their own plan as part of the Solano ATP process. All Solano County General Plans also have policies related to bike and pedestrian transportation.

Active Transportation Plan

STA is currently working with its member agencies to develop the Solano Active Transportation Plan, which will set a new vision for biking and walking in Solano County. The Solano ATP will combine four previous STA plans: Countywide Bicycle Plan, Countywide Pedestrian Plan, Safe Routes to Transit Plan, and the Safe Routes to School Plan to provide a comprehensive plan for all biking and walking projects in Solano County. Additionally, the ATP will provide each jurisdiction with its own chapter, containing existing conditions, public outreach results, and prioritized projects to adopt as their own Active Transportation Plan, should the jurisdiction wish to. Previously, jurisdictions were given the option of adopting the Countywide Bike or Pedestrian plan to qualify for grant funding. This approach will give each jurisdiction a more personalized approach with action items and projects to follow up on. Projects will be based on public outreach, data analysis, and feedback from local jurisdictions. The ATP is expected to be complete by early 2020.

Currently, the most recently adopted Countywide Bike and Pedestrian Plans were adopted in 2012. As such, the new Active Transportation Plan will provide Solano County with new projects, as many of the major projects from the previous adopted plans have been funded or built.

Funding Programs

STA and its member agencies use many fund sources to complete bike and pedestrian projects, but the most common sources include:

- Congestion Mitigation and Air Quality Funds (CMAQ): Federal funds that are passed through to local agencies via MTC's One Bay Area Grant (OBAG). CMAQ funds may be used for bike and pedestrian projects, or any project that helps to reduce air pollution.

- Transportation Development Act Article 3: Sales tax funds that return to Solano County to be used for bike and pedestrian capital projects. Every five years, the funds may be used for bike and pedestrian planning.
- Transportation Funds for Clean Air (TFCA): From Bay Area Air Quality Management District. Projects must help to reduce air emissions, including bike and pedestrian projects.
- Clean Air Funds (CAF): From Yolo-Solano Air Quality Management District. Projects must help to reduce air emissions, including bike and pedestrian projects.

Current and Recently Completed Projects

STA and its member agencies are committed to encouraging bicycle and pedestrian transportation by dedicating funds to the construction of capital facilities. Recently completed bicycle projects include the Dixon Green Bike Lanes project (first in Solano County), Vaca-Dixon Bikeway Phase 6 (the last segment gap in a continuous bicycle facility between Vacaville and Dixon), and a Class II buffered bike lane on Lopes Road, completed by the City of Fairfield. Other projects that are currently in development are the Bay Trail/Vine Trail Gap Closure Project in Vallejo, and the Class I path along the Jepson Parkway project in Fairfield and Vacaville. Segments of the Jepson Parkway trail are already complete, including on Leisure Town Rd between Vanden Rd and Elmira Rd, and on Vanden Rd near the Fairfield/Vacaville Train Station. The ultimate plan for this bicycle facility is that it will provide a continuous connection from I-80 in Vacaville to SR-12 in Suisun City.

Recently completed pedestrian projects include Suisun Valley Farm to Market Phase 1 (pedestrian enhancements on Suisun Valley Rd and Mankas Corner Rd at Mankas Corners in rural Suisun Valley), and an enhanced pedestrian crossing at Front St in downtown Rio Vista, connecting to the Rio Vista Waterfront Promenade. Other projects currently in development include SR2S Infrastructure Improvements, which will provide enhanced pedestrian amenities at 7 schools in Vallejo and Benicia, and the Green Valley Rd Ridge Trail Crossing Project in Fairfield.

Bike and Pedestrian Counts

STA maintains four bicycle counters outfitted with pneumatic tubes, and four pedestrian counters that use heat sensors to count passing pedestrians. These counters are used on an as needed basis for grant applications or before/after counts to measure project effectiveness. Below is a table of some recent counts collected within the last few years.

Table 10: Recent Bike and Pedestrian Counts

Year	Jurisdiction	Location	Purpose	Count Days	Bike ADT*	Ped/Bike ADT*	Total Trips
2018	Fairfield	Lopes Rd & Gold Hill (N)	Before/after restriping	11	60	N/A	658
2018	Fairfield	Lopes Rd & Gold Hill (S) at City Limit	Before/after restriping	11	14	N/A	157
2018	Vallejo	Curtola Pkwy WB at Curtola PnR	Grant application	17	7	N/A	118

Year	Jurisdiction	Location	Purpose	Count Days	Bike ADT*	Ped/Bike ADT*	Total Trips
2018	Vallejo	Curtola Pkwy EB at Solano Ave	Grant application	17	8	N/A	127
2018	Vallejo	Mare Island Causeway	Before bridge maintenance	17	40	N/A	682
2017	Rio Vista	Airport Rd at Palisades Dr	Grant application	7	N/A	21	150
2017	Benicia	Columbus Pkwy at Rose Dr	Before restriping	47	26	N/A	1,200
2017	Dixon	Rehrmann Dr at Evans Rd	Before green striping	27	22	N/A	600
2017	Dixon	Rehrmann Dr at N. Lincoln Dr	Before green striping	27	21	N/A	550
2016	Vacaville	E. Main St between McClellan & Wilson	Redevelopment project	17	15	52	1,150
2016	Dixon	SR-113 between County Fair Dr & E. Chestnut	Event (Dixon May Fair)	11	N/A	631	6,900
2016	Vallejo	Fairgrounds Dr at SR-37	Redevelopment/Transit Service Change	83	22	135	13,000
2016	Benicia	E. 3 rd St tunnel at I-780	ATP SR2S Project	42	N/A	87	3,650
2016	Benicia	E. 3 rd St at Golden Slopes Ct	ATP SR2S Project	42	N/A	246	10,300
2015	Suisun City	McCoy Creek Path	ATP SR2S Project	366	N/A	103	37,700
2015	Vallejo	Bay Trail between B St and Hichborn	ATP SR2S Project	366	N/A	98	35,900
2015	County	Suisun Valley Pkwy	ATP SR2S Projects	9	49	N/A	440

Source: Solano Transportation Authority

*Bike ADT numbers were generated from the bicycle counters, which use pneumatic tubes. Ped/Bike ADT numbers are generated by pedestrian counters, which use heat sensors and are unable to differentiate between bikes and pedestrians.

Additionally, as part of this CMP update, TJKM conducted bicycle and pedestrian counts at the five intersections included in the CMP network. In all cases, counts were conducted between 4 P.M and 6 P.M. on 5/14/19. These intersections include:

1. Peabody Road at Cement Hill Road/Vanden Road in Fairfield
2. Walters Road at Air Base Pkwy in Fairfield
3. Tennessee Street at Sonoma Blvd in Vallejo
4. Curtola Pkwy at Sonoma Blvd in Vallejo
5. Mare Island Way at Tennessee Street in Vallejo

Table 11: 2019 CMP Intersection Bicycle Counts

Bicycle Counts	EB	WB	NB	SB	NEB	Total
Peabody Rd at Cement Hill Rd	0	0	0	2	N/A	2
Walters Rd at Air Base Pkwy	0	2	0	2	N/A	4
Tennessee St at Sonoma Blvd	1	0	0	0	N/A	1
Curtola Pkwy at Sonoma Blvd	0	0	0	0	0	0
Mare Island Wy at Tennessee St	1	0	1	0	N/A	2

Source: 2019 CMP Data Collection

Table 12: 2019 CMP Intersection Pedestrian Counts

Pedestrian Counts	EB	WB	NB	SB	SWB	Total
Peabody Rd at Cement Hill Rd	1	0	0	0	N/A	1
Walters Rd at Air Base Pkwy	2	2	1	0	N/A	5
Tennessee St at Sonoma Blvd	14	13	9	13	N/A	49
Curtola Pkwy at Sonoma Blvd	7	3	9	1	6	26
Mare Island Wy at Tennessee St	7	10	4	5	N/A	26

Source: 2019 CMP Data Collection

Overall, bicycle counts were low across the board at all three intersections. This is likely due to the fact that the five CMP intersections in question are high traffic volume and often high speed intersections. Of the roadways listed at each intersection, only Peabody Rd at Cement Hill Rd has bike lanes south of the intersection (and a Class I path under construction along Cement Hill Rd), and Mare Island Wy has a Class I path. The lack of bicycle facilities at several of these roadways, combined with high volumes of traffic, may explain the relative lack of bicycle traffic.

Pedestrian traffic ranked low at the Fairfield intersections, but higher at the Vallejo intersections. This can be explained by the fact that the Vallejo intersections are located in a more urban environment close to town, while the two Fairfield intersections are far from most destinations. The one exception is the Peabody Rd at Cement Hill Rd intersection, where the Fairfield/Vacaville Train Station. Additionally, the two Fairfield intersections lack sidewalks on some of the streets leading up to the intersection, while this is not the case at Vallejo's intersections.

3.5 Travel Time Reliability

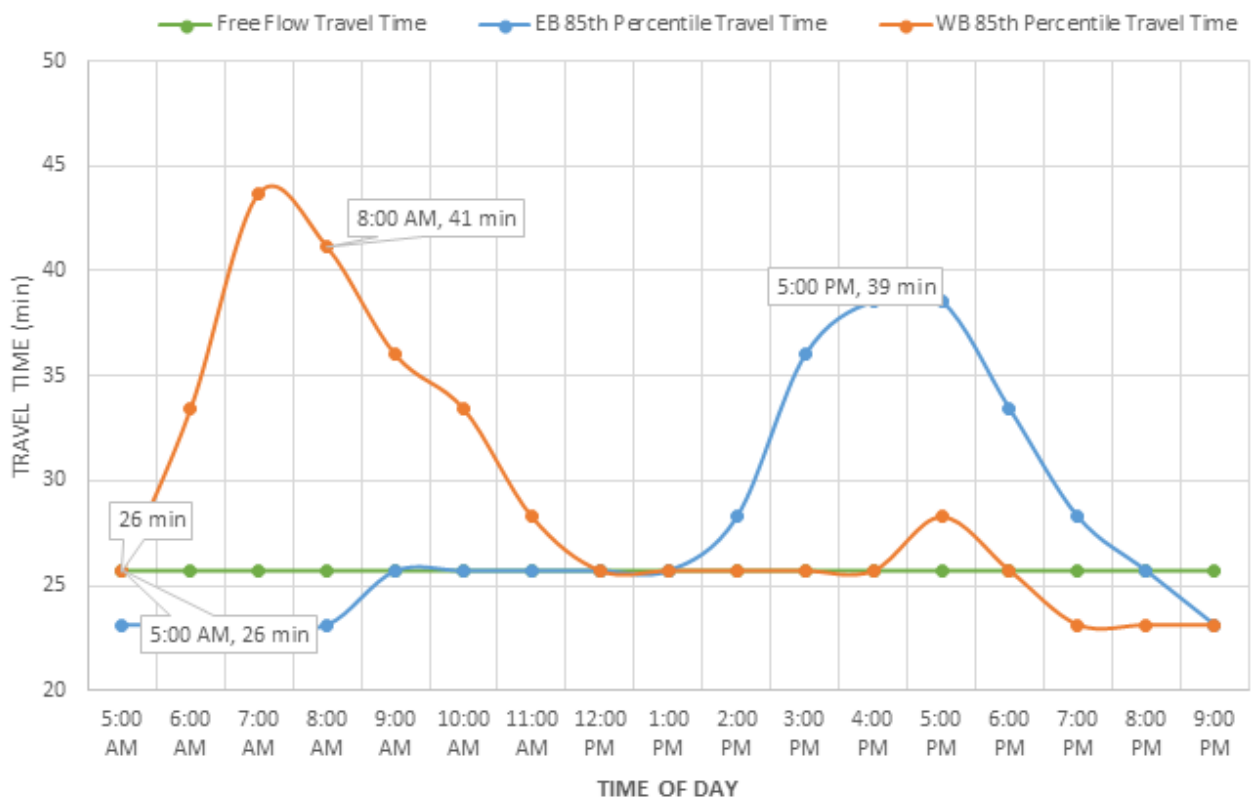
Travel time reliability is the consistency or dependability in travel times, as measured from day-to-day or across different times of day. This metric is particularly important for commuters who travel along congested corridors, where traffic patterns may be unreliable. Consider this example: if a major commuter route has a travel time of 20 minutes in free flow traffic, but experiences congestion on all weekdays with an average travel time of 28 minutes, a reasonable commuter will plan for the average travel time to account for traffic. However, when unforeseen incidents slow down traffic further than the average (accidents, bad weather, etc.), it could take 35 minutes to make the same commute, or

perhaps even longer. Travel time reliability allows commuters to plan for this variability so that they will arrive on time. Otherwise, the commuter may end up being late 50% of the time, or early 50% of the time because they planned on an average commute time. For STA, travel time reliability allows the agency to further measure transportation system performance in Solano County.

The most effective measures of travel time reliability are 90th or 95th percentile travel times, buffer index, and planning time index. Buffer index represents the extra buffer time (or time cushion) that travelers would need to add to their average travel time to ensure on-time arrival. Lastly, planning time index is the total travel time that should be planned when an adequate buffer time is included. It is calculated by dividing the 95th percentile travel time by the free-flow travel time.

Below is a chart showing travel time reliability on I-80 between Vallejo and the Yolo County Line.

Figure 7: Travel Time Reliability on I-80



*Chart represents 85% of observed data, collected from Caltrans

The chart shows that under free flow conditions the time to travel the length of the segment is 26 minutes. However, during the A.M. peak hour (8 a.m.), the planning time index rises to 41 minutes to travel this segment of I-80 in the westbound direction. In the afternoon peak hour (5 p.m.), it takes approximately 39 minutes to travel the segment in the eastbound direction. These results are consistent with typical traffic conditions in the area, which tend to exhibit congestion at various points on the study segment.

Section 4: Transportation Demand Management

4.1 Purpose and Intent of Legislation

Transportation Demand Management, or TDM, refers to the improved efficiency of existing transportation systems without significant expansion of the infrastructures. Most often, these strategies focus on ways to reduce single occupancy vehicles, or to eliminate the need for driving altogether. Common strategies to reduce solo driving include carpool, vanpool, bicycles, transit, and park and ride lots. Strategies to reduce vehicle miles traveled, or VMT, include telecommuting, alternative work schedules, and parking cash-out programs. Promoting housing near high quality transit can help to eliminate the need for a car, as well as promoting a healthy balance between the location of jobs and housing. Skewing these areas can lead to higher commute distances and increased congestion.

Subsection 3 of the California Government Code Section 65089(b) requires that all CMPs include a TDM element that outlines strategies to promote alternative forms of transportation; hereby reducing traffic congestion and improving air quality. The emphasis of this section is to use strategies that will result in reduced VMT on Solano County's freeways and roadways, and promote reduced GHG emissions. Local governments also have an opportunity to contribute to reduced VMT as they review new development proposals. Local land use decisions are key to contributing to the overall TDM strategies by locating housing and jobs near transit and near to each other.

4.2 Air Quality Conformity

MTC Resolution 3000 Revised requires all CMPs to be consistent with the region's adopted Transportation Control Measures (TCMs) that are based on Federal and State Clean Air Plans. TCMs help to achieve and maintain standards for ozone and carbon monoxide set by the Federal, State, and Regional Clean Air Plans. As required by state statute, Solano County's CMP conforms to the transportation-related vehicle emission air quality mitigation measures. The Bay Area Air Quality Management District's (BAAQMD) 2017 Clean Air Plan lists 15 TCMs that are better refined from previous federal and state plans and include greenhouse gas emission mitigation actions. Below lists where each TCM is addressed in the Solano County CMP:

Table 13: 2017 Bay Area Clean Air Plan Transportation Control Measures

TCM	Description	CMP Reference
TR1 Clean Air Teleworking Initiative	Develop teleworking best practices for employers and develop additional strategies to promote teleworking. Promote teleworking on Spare the Air Days.	Chapter 4, Transportation Demand Management
TR2 Trip Reduction Programs	Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans, e.g. general and specific plans while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling,	Chapter 4, Transportation Demand Management

	and walking for work trips. Fund various employer-based trip reduction programs.	
TR3 Local and Regional Bus Service	Fund local and regional bus projects, including operations and maintenance.	Chapter 3, System Performance and CIP
TR4 Local and Regional Rail Service	Fund local and regional rail service projects, including operations and maintenance.	Chapter 3, System Performance and CIP
TR5 Transit Efficiency and Use	Improve transit efficiency and make transit more convenient for riders through continued operation of 511 Transit, full implementation of Clipper fare payment system and the Transit Hub Signage Program.	Chapter 3, System Performance
TR6 Freeway and Arterial Operations	Improve the performance and efficiency of freeway and arterial systems through operational improvements, such as implementing the Freeway Performance Initiative, the Freeway Service Patrol, and the Arterial Management Program.	Chapter 8, Capital Improvement Program
TR7 Safe Routes to School and Safe Routes to Transit	Provide funds for the regional Safe Routes to School and Safe Routes to Transit Programs.	Chapter 3, System Performance and CIP
TR8 Ridesharing, Last-Mile Connection	Promote carpooling and vanpooling by providing funding to continue regional and local ridesharing programs, and support the expansion of carsharing programs. Provide incentive funding for pilot projects to evaluate the feasibility and cost-effectiveness of innovative ridesharing and other last-mile solution trip reduction strategies. Encourage employers to promote ridesharing and car sharing to their employees.	Chapter 4, Transportation Demand Management
TR9 Bicycle and Pedestrian Access and Facilities	Encourage planning for bicycle and pedestrian facilities in local plans, e.g. fund bike lanes, routes, paths, and bicycle parking facilities.	Chapters 3, 4, and CIP
TR10 Land Use Strategies	Support implementation of Plan Bay Area, maintain and disseminate information on current climate action plans and other local best practices, and collaborate with regional partners to identify innovative funding mechanisms to help local governments address air quality and climate change in their general plans.	Chapter 5, Land Use Analysis
TR11 Value Pricing	Implement and/or consider various value pricing strategies.	Not applicable to Solano County
TR12 Smart Driving	Implement smart driving programs with businesses, public agencies, and possibly schools and fund smart driving projects.	Chapter 4, Transportation Demand Management
TR13 Parking Policies	Encourage parking policies and programs in local plans, e.g. reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundle the price of parking spaces; support implementation of demand-based pricing (such as “SF Park”) in high-traffic areas.	Chapter 4, Transportation Demand Management
TR15 Public Outreach and Education	Implement the Spare the Air Every Day Campaign including Spare the Air alerts, employer program, and community resource teams, a PEV Outreach campaign, and Spare the Air Youth Program.	Chapter 4, Transportation Demand Management

Source: Bay Area Air Quality Management District’s 2017 Clean Air Plan

4.3 Transportation Demand Management in Solano County

STA and its member agencies remain committed to reducing congestion on Solano County's roadways through TDM measures. As the population of Solano County and its surrounding areas grow, peak-period travel speeds will continue to deteriorate on freeways and arterials within the county without mitigation. TDM strategies are crucial because they provide a more cost-effective way of reducing congestion without expensive infrastructure expansion. Along with improving roadway operations and local transit service, TDM measures are crucial to improving operating efficiency within the existing county transportation system.

TDM strategies in Solano County can be divided into three main categories:

- **Trip Reduction:** Focuses on reducing single occupancy vehicle trips by promoting alternative forms of transportation, such as transit, carpooling, cycling, etc.
- **Operational Improvements:** Mostly uses existing transportation system to provide upgrades to improve operations, such as signal timing, parking management, or HOV lanes. Some capacity increases are used, such as on the Solano Express Lanes project.
- **Land Use:** Promoting denser and mixed use land uses near transit stations

How are Solano Residents Commuting?

Before exploring the various options available to Solano residents to help out their commute, it may be helpful to show how Solano residents are commuting currently. Based on data from the American Community Survey (ACS), there are 194,308 Solano residents age 16 years or older who are in the workforce. Of these, they are commuting in the following ways:

Table 14: Solano County Commute Modes; 2017

Commute Mode	Number of Workers	Percentage
Drive Alone	148,850	76.6%
Carpooled	26,488	13.6%
Public Transportation	5,745	3.0%
Walked	2,620	1.3%
Other Means (Including Cycling)	2,667	1.4%
Worked at Home	7,938	4.1%
TOTAL	194,308	100%

Source: 2017 American Community Survey

While the percentage of public transportation, walking, and cycling commuters remains low, it is noteworthy to point out the high percentage of commuters who carpool in Solano County, compared to other Bay Area counties. The high carpooling rate is likely due to the large number of residents who commute to the Bay Area (34% of all Solano commuters), and because of the long commuting distances.

Additionally, the mean travel time to work for Solano residents is 31.8 minutes. Considering that around 40% of all Solano commuters leave the county (34% to the Bay Area), this figure is in line. Solano commuters are commuting to the following locations:

Table 15: Destination of Solano County Commuters; 2015

Work Destination	Number of Commuters	Percentage
Solano County	66,899	35.8%
Contra Costa County	23,431	12.5%
Alameda County	15,720	8.4%
Sacramento County	12,288	6.6%
Napa County	12,207	6.5%
San Francisco City & County	11,635	6.2%
Santa Clara County	6,432	3.4%
San Mateo County	5,300	2.8%
Marin County	5,001	2.7%
Sonoma County	5,514	3.0%
Other Counties	22,322	12.0%

Source: Solano County Index of Economic and Community Progress, 2017

Trip Reduction

Solano Mobility implements most of the trip reduction based TDM programs in Solano County. Some of the programs that are currently offered include:

Mobility Call Center

Tying all of these services together is the Solano Mobility Call Center, the one stop shop for all things alternative transportation in Solano County. The Mobility Call Center has friendly staff that will answer questions on transportation options, such as how to form a vanpool, which bus to take to get from Point A to Point B, or how to become ADA certified to use Paratransit and the Taxi Card program. The call center is open Monday-Friday from 7am-5pm, and can be visited in person at the Suisun Train Depot. Call center staff are also involved in promoting local and regional transit services, as well as other alternative modes of transportation at community events, job fairs, health fairs, and other employer events.

Lyft First/Last Mile Program

Solano Mobility has partnered with Lyft to offer discounted rides to commuters wishing to make a first/last mile connection from an Amtrak train or SolanoExpress bus. Commuters who sign up in advance and use Lyft to travel to or from any SolanoExpress transit center, or Capitol Corridor station within Solano County will receive a discounted ride. The program is intended to close crucial first/last mile gaps in using mass transit within Solano County, as many employer sites are not located immediately next to transit stops. The program is funded by Transportation Funds for Clean Air from the Bay Area Air Quality Management District. As of May 2019, the program had 70 participants and 541 total trips taken.

STA also recently launched an Amtrak + Lyft pilot in partnership with the Capitol Corridor. Under this program the first 50 participants who are new to trying commuting by train can purchase a 10 ride Amtrak pass for \$20, and receive 10 free first last mile Lyft connections. Program participants will be asked to complete surveys in order to analyze the effectiveness of the pilot. After a trial period, the pilot will be considered for renewal.

Carpool/Vanpool Subsidies

Carpooling and vanpooling are a popular means for Solano County residents to get to work, particularly those that work in Contra Costa, Alameda, or San Francisco. As of 2017, 203 of the Bay Area’s 502, or 40%, of registered vanpools travel to, from, or through Solano County daily. This equates to approximately 2,233 van riders, taking 4,466 trips per day, or 1,161,160 trips annually. Solano Mobility and 511 Bay Area offer subsidies to drivers who start up vanpools, including \$300 in gas cards for the first three months. Solano Mobility, through its Ride Amigos platform at commuterinfo.net, can help match commuters with a carpool or vanpool that works with their schedule. Other incentives include discounted tolls on all state owned bridges in the Bay Area, and the use of the HOV lanes on I-80 in Solano County, as well as many other Bay Area freeways.

Another popular form of commuting is casual carpool. Unofficial pick-up points are established across the Bay Area (two in Solano County: Fairfield Transportation Center and Vallejo’s Curtola Park and Ride). Commuters who wish to catch a ride line up at these locations. Other commuters who are traveling to San Francisco and want to pick up passengers can go to these locations and pick up several people, who pay a small fee to cover bridge toll and gas. Forming these carpools allows the vehicle to use the HOV lanes and receive discounted bridge tolls, saving time and money for all involved. This service began mostly organically, but is growing in popularity and becoming more organized. In 2018, STA partnered with MTC to conduct a casual carpool survey at the Fairfield Transportation Center, and the Curtola Park and Ride in Vallejo. They found that the top three reasons that commuters will casual carpool is to save money, to save time, and to take advantage of the HOV lane.

Solano County has 20 park and ride locations countywide with at least one in each city to serve carpools and vanpools. Many choose to meet at these locations as they provide a central location for carpoolers and vanpoolers to meet near transit stops and/or freeways.

Table 16: Solano County Park and Ride Locations

City	Location	Capacity	EV Charging?	Bike Parking?	Transit Service?
Benicia	E. 2 nd St & E. S St	15	No	No	No
Benicia	Park Rd & Industrial Wy (Benicia Bus Hub)	50	Yes, 2 chargers	No	SolanoExpress Blue Line
Dixon	Market Ln & Pitt School Rd	90	No	Yes	SolanoExpress Blue Line
Dixon	N. Jefferson & West B St (Dixon Trans Ctr)	114	No	Yes	Dixon Rendi-Ride
Fairfield	Red Top Rd & I-80	214	No	Yes	No
Fairfield	Fairfield Trans. Ctr. Cadenasso Dr & I-80	640	Yes, 2 chargers	Yes	SolanoExpress Blue Line, Green Express & Red Line, FAST Local, RV Delta Breeze, Napa VINE
Fairfield	Oliver Rd & I-80	178	No	No	No
Fairfield	Fairfield/Vacaville Train Station (Peabody & Vanden)	139	No	Yes	Capitol Corridor, FAST Local

City	Location	Capacity	EV Charging?	Bike Parking?	Transit Service?
Rio Vista	1 Main St	10	Yes, 1 charger	No	Rio Vista Delta Breeze
Suisun City	Suisun City Train Depot (Main St & SR-12)	306	Yes, 2 chargers	Yes	Capitol Corridor, SolanoExpress Red Line & Green Express, FAST Local, RV Delta Breeze, Napa VINE
Vacaville	Cliffside Dr & Mason St	125	No	No	No
Vacaville	Davis St & I-80	250	Yes, 2 chargers	Yes	Vacaville City Coach
Vacaville	Bella Vista & I-80	201	Yes, 6 chargers	Yes	No
Vacaville	Vacaville Transportation Center (Allison & Ulatis)	245	No	Yes	SolanoExpress Blue Line, Vacaville City Coach, Yolobus
Vacaville	Leisure Town Rd & I-80	45	Yes, 2 chargers	No	No
Vallejo	Curtola Park and Ride	590	Yes, 20 chargers	Yes	SolanoExpress Yellow Line, SolTrans Local
Vallejo	Lemon St & Curtola	64	No	Yes	SolTrans
Vallejo	Magazine St & I-80	19	No	No	SolTrans
Vallejo	Vallejo Transit Center & Ferry Terminal (Parking Structure and Surface Parking)	900	No	Yes	SF Bay Ferry, SolanoExpress Red Line & Yellow Line, SolTrans Local, Napa VINE

Emergency Ride Home

Another incentive offered by Solano Mobility to encourage alternative forms of transportation is the Emergency Ride Home program. One of the top reasons cited for not using transit and other alternative modes is needing to go home in case of an unexpected emergency; such as an illness, picking up a child from school, etc. The Emergency Ride Home addresses this by offering a voucher for a free taxi ride, Lyft or Uber ride, or car rental from the worksite to home in the event of an emergency. Participating employers must register in advance and sign up their employees to qualify. The service is offered only to those who use alternative forms of transportation, such as transit, carpool/vanpool, or cycling. While it is offered only to Solano County employers, most Bay Area counties have a similar program.

Employer Programs

Solano Mobility works with employers to help them understand their options when it comes to offering commute incentives to their employees. As part of the employer program, Solano Mobility is developing an online Employer Toolkit that will give employers the resources to create and carry out their benefits program. Many of the services offered are mentioned above, but Solano Mobility is also conducting a Solano Commute Challenge that rewards commuters for using alternative modes of transportation.

Typically, these are in the form of prizes or gift cards, offered to commuters who log their trips on the commuterinfo.net platform.

The commuterinfo.net platform was developed in partnership with STA and Ride Amigos and will host all of Solano Mobility's TDM programs in one online platform. Using this, an employer may choose from a menu of options when building their commuter benefits program. Commuter benefits are required for employers with 50 or more employees in the Bay Area Air Quality Management District. A similar program is slated to be piloted in the Solano County portion of the Yolo-Solano Air Quality Management District in the near future.

Telecommuting/Spare the Air

Telecommuting is an effective method to reduce peak hour traffic congestion. Many employees have jobs that do not have to be performed at the worksite each day. Other employees may have jobs that could consider a flexible work schedule outside of the normal 8am-5pm work hours. Whenever feasible, employers are encouraged to implement telecommuting or flexible work hour arrangements.

STA also supports BAAQMD's Spare the Air program, which aims to reduce single occupancy vehicle use on days where air quality is poor. On such days, employees who are able are encouraged not to drive, or to use alternative modes of transportation.

Additionally, STA supports MTC and BAAQMD in their efforts to implement regional smart driving as part of the outreach component of their Transportation Climate Action Campaign. Smart driving teaches motorists to drive in a more fuel efficient manner.

Bikes and Pedestrians

As part of the overall TDM strategy for Solano County, STA through its Solano Mobility and Safe Routes to School programs encourages increased biking and walking for commuting and recreational purposes by providing resources and funding capital projects. In addition to the existing system, funding strategies, and recently completed capital projects outlined in Chapter 3, STA and Solano Mobility offer the following programs/resources to encourage Solano County residents to bike and walk:

Biking and Walking Resources

- Bucks for Bikes: Commuters who live or work in Solano County and wish to purchase a new bike for the purposes of commuting can get up to \$100 off the cost of the bike
- Yolo-Solano Bike Links Map: Comprehensive map showing all bike facilities in Solano County and most of Yolo County. This is a popular map that can be found at most libraries, community centers, and bike shops countywide.
- Top 10 Bike Rides in Solano County: Brochure and interactive website that highlights the best bike rides in Solano, with rides ranging from easy to difficult. The brochure was created in collaboration with the Solano Bicycle Advisory Committee.
- Top 10 Walks and Hikes in Solano County: Similar to the Top 10 Bike Rides, this brochure lists the best walks and hikes of varying difficulty. Both urban walks and remote hikes are included. The brochure was created in collaboration with the Solano Pedestrian Advisory Committee.

Safe Routes to School

The Solano Safe Routes to School program works with each Solano city, school district, and the County of Solano to encourage kids to bike and walk to school. The goals of the program include not only encouraging kids to bike and walk, but to reduce traffic congestion around schools and increase students' daily exercise. Safe Routes to School offers many free programs to Solano County schools, including:

- **Bike Rodeos:** events that teaches elementary students how to ride their bike safely. It includes agility courses that shows students how to properly turn, signal, and watch for traffic on the road.
- **Walking School Buses:** Allows kids to walk to school in a safe, supervised manner. Kids can be dropped off at an off-school location and escorted to school by volunteer adults with other kids to school. Walking School Buses help to reduce congestion in front of schools by diverting drop off points.
- **Enforcement Grants:** Enable local police departments to work with schools to address unsafe biking and walking behavior. Several communities have hired Community Service Officers (CSOs) to work directly with the SR2S programs and implement biking and walking education programs.
- **Rock the Block assemblies:** Fun, educational assemblies put on by the Bay Area Children's Theater that teaches kids how to safely bike and walk in an interactive way.
- **National Bike to School Day in May:** In 2019, 28 schools across Solano County participated in Bike to School Day, and 1,650 kids biked to school that day.
- **International Walk to School Day in October.** In 2018, 48 schools participated and over 8,600 students across Solano County walked to school.

4.4 Operational Improvements

HOV/Express Lanes

High Occupancy Vehicle (HOV) lanes provide shorter trip times for busses and passenger vehicles with multiple occupants by allowing them to queue jump through heavy traffic. This encourages more transit usage and carpooling, which in turn reduces congestion for other motorists. Express lanes allow busses and HOVs to travel for free, as in an HOV lane, but also allow single occupancy vehicle to travel in the lane for a toll during peak hours. Since the 2007 CMP update, the Bay Area has begun planning and implementing a region-wide express/HOV lane network. To date, express lanes have been implemented on three Bay Area freeways (I-680, I-580, and SR-237), and under construction on one other (I-880).

In Solano County, STA has completed the PS&E and environmental clearance for the Solano I-80 Express Lanes, which will convert a nine mile stretch of existing HOV lanes to express lanes/HOV on I-80 from Red Top Rd to Air Base Pkwy, and add nine miles of new express/HOV lanes from Air Base Pkwy in Fairfield to I-505 in Vacaville. The project has been environmentally cleared by STA and Caltrans District 4 and is ready to commence with construction as soon as state and regional funding is secured.

Signal Timing

Signal timing helps to improve the operational efficiency of a CMP roadway in three primary ways:

- Coordinates the flow of traffic on roadways, thereby reducing stop and go traffic

- Ramp metering measures the flow of traffic onto freeways, reducing the congestion that occurs when a large number of vehicles seek to enter the freeway at one time.
- Improves the efficiency of transit services, such as express and local buses by reducing travel times through transit priority signaling.

STA encourages its member agencies to consider signal timing as an operational improvement on their roadways. An example project that is currently in the implementation stages is transit priority signals adjacent to the Fairfield Transportation Center along Beck Ave and West Texas St in Fairfield for SolanoExpress buses. Westbound SolanoExpress buses currently have to travel through four traffic signals once leaving I-80 to reach the Fairfield Transportation Center. This project will install transponders in each SolanoExpress bus to activate each traffic signal as it passes through. Doing so will greatly reduce the amount of time each SolanoExpress bus waits at each light, and will improve overall on-time performance.

STA also worked with Caltrans to install metering lights on eastbound and westbound on-ramps to I-80 in Fairfield and Vacaville. Currently, metering lights exist in the eastbound and westbound direction on all on-ramps between Redwood St in Vallejo, and I-505 in Vacaville. The first phase (Red Top Rd to N. Texas St in Fairfield) was activated in 2014, with a second phase activated in 2015.

Parking Management

One of the ways that agencies can further encourage alternative forms of transportation is through parking management. Agencies can encourage employers to offer:

- Discontinue subsidized parking: This is more common in dense, urban areas where parking is at a premium. Most areas in Solano County, with low density land uses and plentiful free parking, would not benefit from this program
- Parking cash out: State law requires employers with over 50 employees to offer parking “cash-out” programs if they meet the following requirements:
 - The employer leases parking for its employees
 - The employer subsidizes parking for its employees
 - The employer can reduce the number of available parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations)

In these cases, employers are required to offer employees a cash out option for their parking space, if they commute by an alternative mode of transportation.

- Incentives for employees: This could be in the form of preferential parking for carpools/vanpools, subsidized transit passes, or bike commuter facilities (such as lockers or showers)

As local agencies, cities and counties can also consider removing minimum parking requirements, or adjusting them in higher density areas near transit. This is particularly important in Priority Development Areas, which are typically located near regional transit such as rail, ferry, or express bus service.

4.5 Land Use

Coordination between land use and transportation is a critical part of the overall strategy to reduce congestion on freeways and arterials, as land use decisions can have a much more lasting impact than other TDM programs. There are two components to land use decision making that can have a lasting and beneficial impact on the transportation system:

- Ensuring a good balance of housing and jobs in Solano County: Currently, there are more housing units in Solano County than there are jobs, unique among job-rich Bay Area counties. Ensuring a good balance of jobs to housing units can help to reduce congestion on local roads and highways by locating people closer to where they work, effectively reducing time spent on freeways commuting to work. It also increases the likelihood that they may be willing to try an alternative mode, if they are close enough to bike, walk, or use regional and local transit.
- Locating housing near transit options: Encouraging increased regional and local transit use can be done through land use decisions, simply by placing dense housing or mixed use developments near transit options. Having high quality transit options within walking distance of housing encourages those residents to commute using transit.

STA is currently working with each of its member agencies to encourage more housing and jobs to be built in each city's Priority Development Area, as a measure to address the Bay Area's housing crisis. Solano County is the most affordable county in the Bay Area, so it is critical to provide affordable housing options near regional transit service so that new residents commuting to the Bay Area have the option to choose transit, rather than increasing congestion on I-80.

Section 5 Land Use Analysis

5.1 Purpose and Intent of Legislation

One of the key features of the 1990 CMP legislation was the attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. Since its inception the CMP legislation has required CMAs to include a program to analyze the impact of local land use decisions on the regional transportation system (both highways and transit). The program also must include an estimate of the costs to mitigate the impact of such developments. Costs to mitigate interregional travel (trips not beginning or ending in Solano County) may be excluded.

While the legislation requires STA to track and comment on proposed development, it does not change the role of local jurisdictions making their own land use decisions, and in determining the responsibilities of mitigating impacts. Local jurisdictions still have full control over their land use decisions; the CMP Land Use monitoring program simply allows the STA to monitor the effects of development on the regional transportation system, and make suggestions to mitigate the impacts if necessary. The intent of the Land Use Analysis Program is to improve the linkage between local land use decisions and regional transportation facility decisions; to better assess the impacts of development in one community on another; and to promote information sharing between local governments when the decisions made by one jurisdiction have an impact on another.

STA serves as a resource to local governments when assessing the impact of land use changes on the regional transportation system. For example, STA's countywide travel model, the Solano Activity Based Model (SABM), is available for local jurisdictions to analyze the countywide transportation effects of their land use decisions and general plan amendments.

At the regional level, MTC has adopted Resolution 3434, which sets a Regional Transit Expansion Program of Projects most recently updated in 2015. \$18 billion in projects are proposed, including expansion projects on the Capitol Corridor. The resolution also establishes a policy on transit-oriented developments (TOD) associated with the development of transit expansion projects. The policy requires minimum levels of residential development around transit stations in new transit corridors; local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other components of transit friendly design; and, requires corridor working groups of key stakeholders to support the transit project development process. Currently, there are no corridors in Solano County subject to this TOD policy.

5.2 Current STA Land Use & Transportation Planning Efforts

A unique aspect of this CMP is noting how STA is linking land use and transportation decisions to help mitigate congestion. While serving as a congestion management agency that is focused on transportation planning, projects, and programs, STA has traditionally also been involved in land use planning through the lens of linking it to transportation. Land use and transportation planning are closely linked together, as the decisions of one can greatly affect the other. For example, locating more dense housing near a high volume transit stop can have a more positive effect on freeway congestion, as more of these residents are likely to use transit to commute to work. Consequently, low density suburban development can have the opposite effect if it is not located near transit, as these residents

would be more likely to need to rely on a car. STA has been promoting integrated transportation and land use planning since the late 1990's.

Priority Development Areas

STA has been linking transportation with land use decisions since the late 1990's and early 2000's, when the Jepson Parkway Concept Plan was completed (the first of its kind in the Bay Area). STA and MTC also helped fund one of the Bay Area's first Transportation for Livable Communities (TLC) capital project in 2001; a streetscape project in downtown Rio Vista. As the regional TLC program run by MTC has evolved into the Priority Development Area program it is today, STA has been working to plan for smart land uses near regional transit center, and invest in capital projects to support them.

In 2008, prior to MTC's One Bay Area Grant (OBAG) 1 process, local jurisdictions designated areas within their communities that they would like to prioritize for growth as part of an Association of Bay Area Governments (ABAG) program. These areas, called Priority Development Areas, are at least 100 acres in size, located near transit, and are areas that the local jurisdiction has prioritized for increased housing and/or job growth. Currently, each Solano County city has designated at least one PDA:

Table 17: Solano County Priority Development Areas

Jurisdiction	PDA
Benicia	Downtown Benicia PDA
Benicia	Northern Gateway & Industrial Park PDA
Dixon	Downtown Dixon PDA
Fairfield	Downtown South PDA
Fairfield	Fairfield-Vacaville Train Station PDA
Fairfield	North Texas Corridor PDA
Fairfield	West Texas Gateway PDA
Rio Vista	Downtown Rio Vista PDA
Suisun City	Downtown & Waterfront PDA
Vacaville	Allison Drive PDA
Vacaville	Downtown Vacaville PDA
Vallejo	Downtown & Waterfront PDA
Vallejo	Sonoma Blvd PDA

Figure 8: Solano County Priority Development Areas – North County

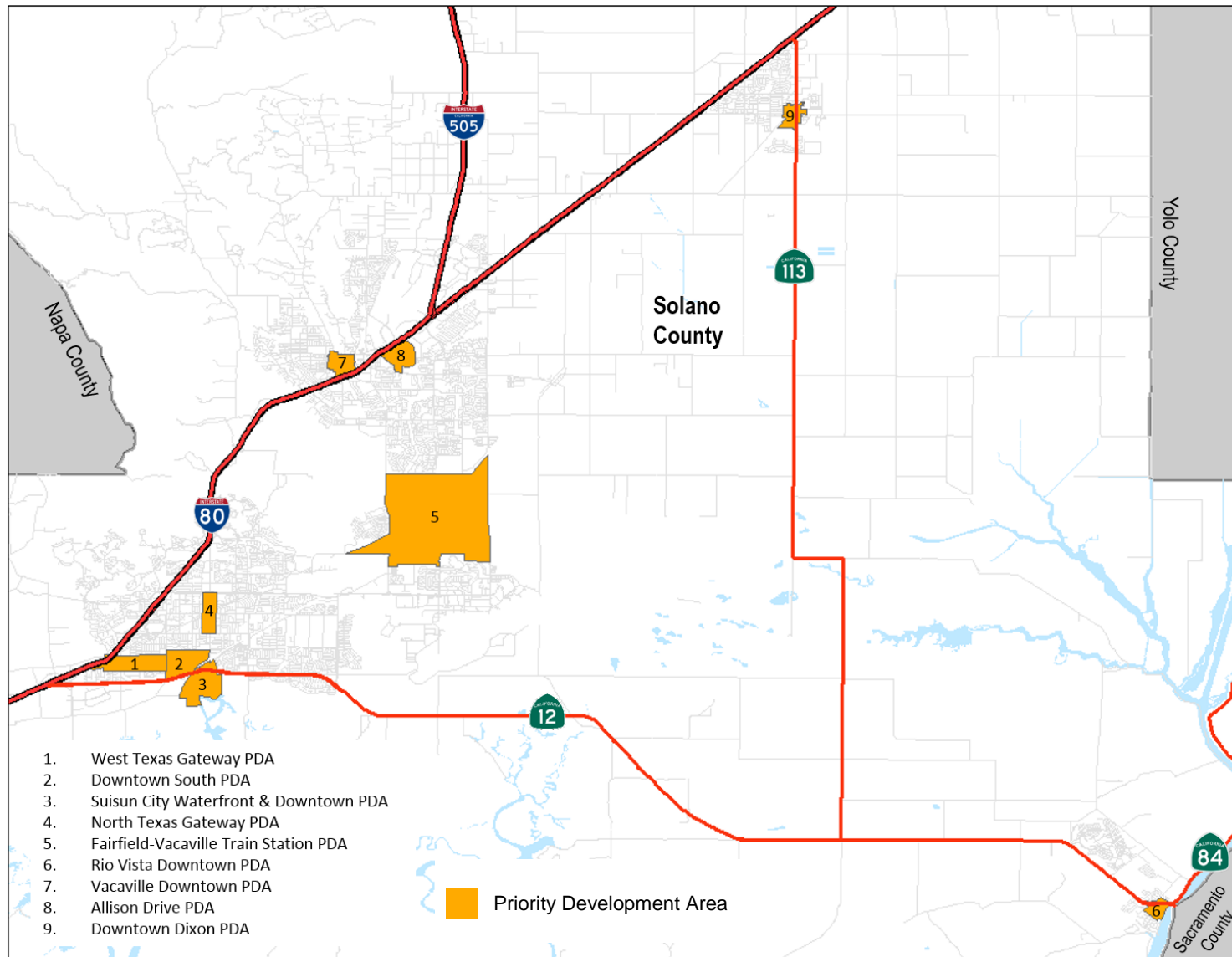
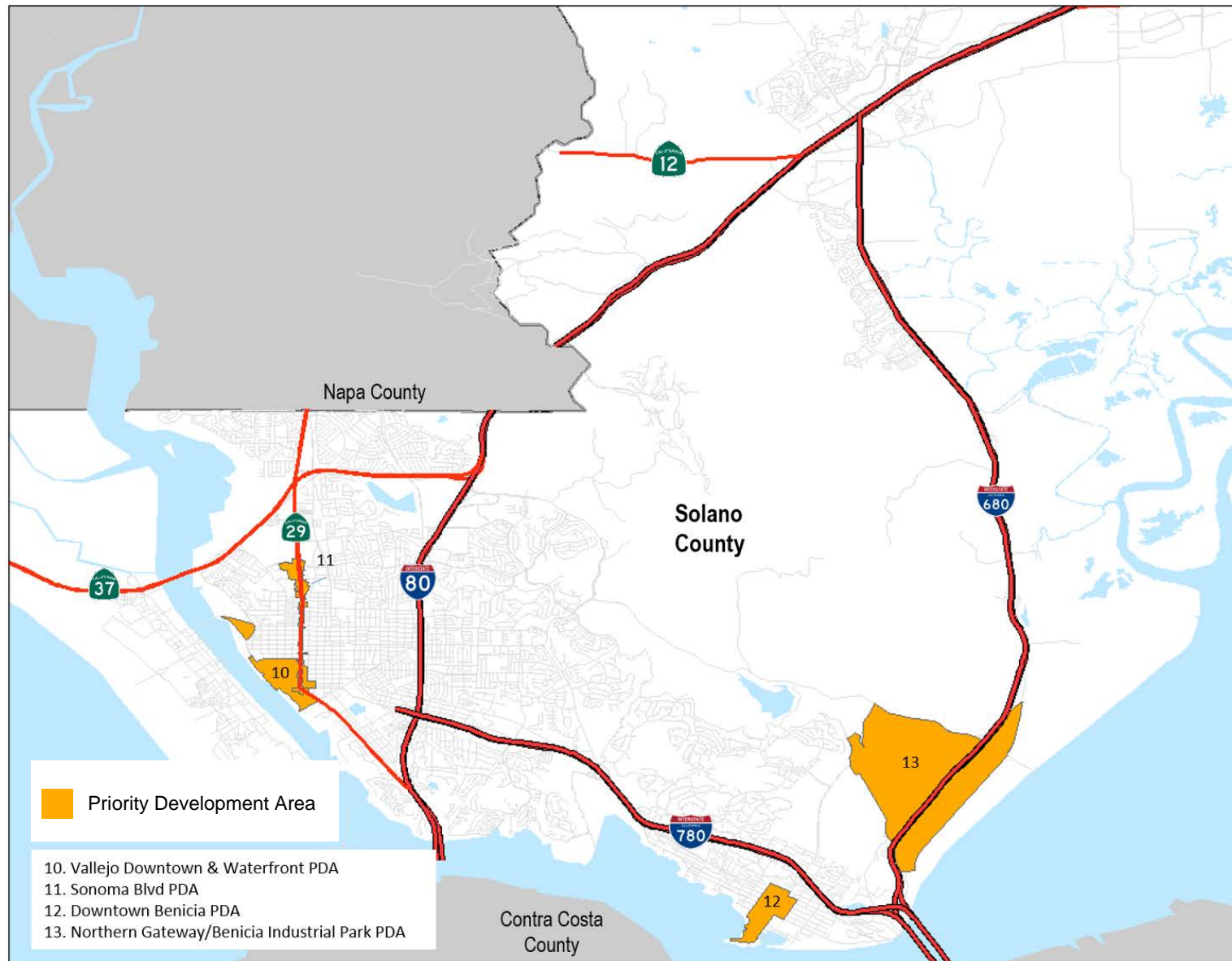


Figure 9: Solano County Priority Development Areas – South County



Since 1999, STA has invested over \$240 million in transportation infrastructure within PDAs, ranging from large capital projects like the Fairfield-Vacaville Train Station, to pedestrian enhancements like the Vallejo Downtown Streetscape Project. These investments have helped to facilitate past, current, and future housing and employment growth within Solano County's PDAs, and has enhanced the landscape and transportation facilities of each. STA has also invested significant funds in PDA planning, including funding the completion of five PDA plans in Benicia, Dixon, Fairfield, Rio Vista, and Suisun City. STA, in partnership with local agencies, has completed concept plans for the Jepson Pkwy corridor and the North Connector corridor, as well as several land use/transportation plans such as:

- 2004 Transportation for Livable Communities Plan
- 2012 Transportation for Sustainable Communities Plan
- 2013 & 2017 PDA Investment and Growth Strategy

Currently, several Solano County cities have planned housing going in or near their PDAs that will be served by high quality regional transit. Listed below is a summary of the housing that is planned in PDAs and their surrounding areas in the near term.

Table 18: Planned Housing in PDAs

Jurisdiction	Planned Housing Units in PDAs	Total Planned Housing Units
Benicia	0	0
Dixon	0	1,356
Fairfield	1,085	3,915*
Rio Vista	0	1,895
Suisun City	1,748	1,748
Vacaville	763	5,742
Vallejo	596	596

* Does not include full build out projections for Train Station Specific Plan, which numbers over 6,000 housing units.

Priority Conservation Areas

Alongside PDAs are Priority Conservation Areas, which represent areas that local jurisdictions have set aside for conservation; for open space, agricultural, or recreational purposes. Currently, Solano County has five designated PCAs:

Table 19: Solano County Priority Conservation Areas

Jurisdiction	PCA
Fairfield	Fairfield-Vacaville Greenbelt PCA
Solano County	Blue Ridge Hills PCA
Solano County	Suisun Valley PCA
Solano County	Tri-City Cooperative Planning Area PCA
Solano County	Western Hills PCA

STA has invested over \$30 million in transportation funding allowing greater access to PCAs, and has completed a countywide PCA Assessment and Implementation Plan. The PCA Plan further refined the boundaries of the current PCAs, and identified options to designate new ones. The County of Solano has

recently updated its PCAs in the unincorporated County and has added a PCA on Mare Island. These new PCAs need to be added to the STA's PCA Plan following approval by ABAG.

Housing and CTP Land Use Chapter

As the Bay Area's housing crisis deepens, Solano County has stood out as the most affordable county in the region. More Bay Area residents are moving to Solano in search of less expensive housing and a relatively reasonable commute to their jobs in the Bay Area. As the CMA for Solano County, STA is committed to relieving and helping to mitigate congestion on I-80 and other highways countywide. As such, STA has been working with its member agencies to build more housing in their Priority Development Areas near their transit centers. STA has co-hosted two summits on housing, bringing together elected officials and staff from across the county. The second of these occurred in February 2019, and drew an attendance of nearly 200 people. STA has also been meeting with each jurisdiction to discuss their current and upcoming housing projects, and to identify potential transportation related projects in these areas that might incentivize developers to build housing. Another task has been identifying funding sources for these projects, and in response STA has been working with MTC to develop the SubHIP (Suburban Housing Incentive Pool) pilot program, which will bring a small amount of money to Solano County to build a transportation related project that will directly benefit housing growth in PDAs. STA is also working with the cities and county to leverage SB 2 planning and capital funds with transportation funding to support affordable housing production adjacent to regional transit.

Tying all of these efforts together is the Comprehensive Transportation Plan (CTP) Land Use Chapter. This chapter will assess past and current development in Solano County's Priority Development Areas, and lay a foundation for helping STA understand future growth needs. It will also identify potential strategies for incentivizing growth in Priority Development Areas. The chapter is scheduled to be complete in fall 2019.

In addition to seeking funding for housing and transportation projects at the regional level, funding sources for these projects exist at the state level as well. A prime example of this is the Affordable Housing and Sustainable Communities (AHSC) grant from the California Department of Housing and Community Development. The purpose of the grant is to fund land use, housing, transportation, and land preservation projects that support in-fill and compact development that reduce greenhouse gas (GHG) emissions. STA has applied for these grant funds in the past and will continue to pursue future opportunities.

5.3 Thresholds for Analysis

As part of the Land Use Analysis program, STA requests that all local jurisdictions in Solano County (in coordination with their respective Planning/Community Development departments) submit two types of information:

- Development notices as they occur prior to the public comment period
- General plan projections on land use/housing/jobs when regional model updates occur

These two submittals of information serve different purposes. The first allows STA to review land use developments as they occur and submit comments if necessary. Typically, STA will review a notice if it meets the following criteria:

- The development is projected to produce more than 100 trips in the P.M. peak hour
- A General Plan update is occurring
- A General Plan amendment is occurring

The P.M. peak hour is used for determining a threshold of trips because the P.M. peak hour typically experiences a greater amount of congestion than that A.M. peak hour. Examples of projects that typically meet the 100-trip threshold include 100 single-family homes, 150 apartment units, 5,000 square feet of retail space, or 40,000 square feet of office space.

When noticing a project to the STA, the following information should be included:

- Location of the project with maps noting street access locations
- Proposed project land use(s) and number of dwelling units or square footage of development
- Any available traffic studies, including trip generation rates assumed in determining whether the project exceeds the 100 trip threshold
- Expected occupancy of each land use in 2040, with completion date and phasing

Once STA receives notice of a development meeting these criteria, it will conduct a review and utilize the SABM if needed to analyze the impacts of the development on the regional transportation system. The analysis process may be done through the existing CEQA process in order to avoid duplication of efforts. STA will either find the development to adequately mitigate the effects of the added trips on the CMP network, or it will submit comments on potential mitigation measures. These may include (but are not limited to): accommodating bikes and pedestrians, adding transit service, or minimizing parking. STA will work with the local jurisdiction(s) to bring the project into full compliance with CMP standards. In the unlikely event that a project should be found out of compliance, a Deficiency Plan would need to be filed, explained in Chapter 6.

The second data collection method is general plan projections for land use, housing, and jobs. Since the SABM relies on each of these projections to make accurate assumptions about future traffic patterns, it is critical that each jurisdiction submit these projections whenever updates to the model occur. This typically happens when MTC releases its new RTP/SCS, which is every 5 years. The next model update is currently underway to align the SABM with MTC's Travel Model 1.5, and occurring in tandem with the Plan Bay Area 2050 RTP/SCS process. When model updates occur, STA works with its member agencies to add the most recent general plan projections on land use, housing, and jobs to the SABM. These projections are also added when a new general plan is completed, or a general plan amendment that changes previous projections.

5.4 Upcoming Switch to VMT: How this will affect local governments and STA

As discussed in Chapter 2, SB 743 (2013) will change the preferred method of analysis of transportation impacts under CEQA from LOS to Vehicle Miles Traveled (VMT). The legislation does not require the shift to occur in CMP monitoring at this time, however STA expects that the shift will occur within the next couple of CMP monitoring cycles. Nonetheless, VMT will become the preferred method of CEQA analysis starting July 1, 2020, and many local governments across the state are already implementing VMT.

For local governments, the legislation represents a significant change in how CEQA analysis will be conducted. Cities and counties will be required to consider mitigation efforts beyond reducing traffic congestion; they will also be required to consider measures that will increase biking, walking, transit

use, carpooling/vanpooling, or other alternative modes of transportation. This will be due to the fact that each project will be required to analyze how many VMT will result from the project. In other words, if a project is designed in such a way that commuters are encouraged to drive, it will result in a higher VMT forecast. New CEQA regulations will require that the City or County make efforts to reduce the amount of VMT such a project would produce. It is a fundamental switch away from LOS, which only forced cities and counties to consider how their project would affect traffic congestion on nearby roadways.

For STA, the VMT switch will affect the way the Land Use Analysis program in the Solano CMP is conducted. Rather than examining how a project or general plan amendment will affect the transportation system's LOS, it will examine how much it will grow the regional transportation system's VMT by. Mitigation projects will more be more likely to focus on reducing overall VMT, rather than improving a freeway or intersection's LOS. This will result in more bike and pedestrian or TDM related projects, rather than capacity increasing roadway projects. It is expected that in the 2021 CMP Update, more details will be available on how the VMT metric will be incorporated into the CMP.

Section 6 Local Conformance and Deficiency Plans

6.1 Purpose and Intent of Legislation

CMP legislation requires STA, as the congestion management agency for Solano County, to give a conformance determination for all local jurisdictions in Solano County. The determination is based on the local jurisdictions participation in:

- Maintaining the highway LOS standards outlined in the CMP (Chapter 2)
- Participating in adoption and implementation of a deficiency plan if a segment of the CMP network is found to be out of compliance with established LOS levels
- Participate in a program to analyze the impact of land use decisions, including the estimate of costs associated with mitigating these impacts

By monitoring congestion on the CMP network biannually, STA is taking steps to ensure that all Solano County jurisdictions will remain in compliance.

6.2 Role of Local and Regional Agencies

MTC

As the Metropolitan Planning Organization (MPO) for the Bay Area, MTC is tasked by the CMP legislation to ensure that each Bay Area county's CMP conforms to its guidelines and meets the goals of the most recently adopted RTP/SCS, Plan Bay Area 2040. While STA makes a conformance determination for each of its member agencies, MTC will make a conformance finding for the Solano CMP itself. MTC also ensures consistency between its regional travel demand model and the countywide model maintained by STA, explained in greater detail in Chapter 7.

STA's Member Agencies

STA's member agencies play a critical role in the development and implementation of the CMP. As the agencies that own and maintain local arterials in the CMP network, the member agencies play a vital role by maintaining proper LOS on their local arterials, and implementing projects to improve operations on each of them. Member agencies also participate in the development of a deficiency plan, should one be necessary. Deficiency plans allow STA to collaborate with the member agency in question to address severe congestion on one of the agency's roadways, and find solutions to mitigate it.

The member agencies also make land use decisions on major projects, General Plan amendments, and General Plan updates. Participation in the CMP Land Use Analysis Program allows them to collaborate with STA and with each other to examine the impact their land use decisions could have on the countywide transportation system. STA will work with their member agencies any impacts a project could bring, should any potential impact be found.

6.3 Local Government Conformance Requirements

Outlined below are the major actions that may be required to ensure CMP conformance. Currently STA performs all required LOS monitoring, and works with its member agencies to mitigate congestion if needed.

Maintaining Highway LOS standards outlined in CMP

STA monitors the CMP network biannually on designated segments within Solano County and its jurisdictions. Currently, STA and its consultant perform all traffic counts and data collection associated with the monitoring. Turning movements are taken at the five CMP network intersections, as well as bike and pedestrian counts. LOS analysis for the biannual CMP is based on these counts. To determine trends on each individual segments, the LOS is compared with previous CMPs. Should a segment fall below the established LOS standard for that segment for two monitoring periods, a deficiency plan may be necessary to mitigate the congestion.

In future CMPs, the LOS metric will be affected by the switch to VMT as the preferred method of analyzing transportation impacts under CEQA. As the state moves away from LOS, the CMP may start using VMT as a method of measuring transportation system performance. This could be in the form of a VMT threshold for each monitored segment. More details on this switch are expected in the 2021 CMP Update.

Participation in Required Deficiency Plans

When a roadway segment falls below the established LOS standard, the congestion should be monitored on this segment for two CMP cycles. If, after the two cycles the segment still falls below the LOS standard, it may be considered deficient. A determination must be made to see if a Deficiency Plan will be required, once the exempted trips allowed in the state legislation are assumed not to exist (e.g. interregional travel and trips generated from low-income housing).

If it is determined that the non-grandfathered segment doesn't meet the accepted LOS standards, then the jurisdiction responsible for the segment must immediately propose and designate funds for measures that would improve the LOS to acceptable standards, or create a Deficiency Plan in accordance with CMP requirements. A deficiency plan must include:

- Analysis of the cause of the deficiency and defined improvements to the facility to maintain previous LOS standards, or
- Defined improvements that have a measurable improvement on the transportation system's LOS or substantial air quality benefit and determine the cost of the improvements.

All incorporated cities in Solano County, along with the unincorporated County, are in conformance at this time.

Land Use Analysis

Land use impact analysis as required by the CMP are detailed in Chapter 5, but in general entail:

- Inform STA of any general plan update, general plan amendment, or any development proposal that would generate 100 or more P.M. peak hour trips so that the impacts on the countywide transportation system can be fully analyzed. This may include applying the Solano Activity Based Model to see how the proposed project will impact congestion.
- Periodically update the Solano Activity Based Model with new General Plan land use, housing, and jobs projections from each jurisdiction.

Both of these measures allow STA to collaborate with its member agencies to examine how land use decisions may impact the countywide transportation system, and propose mitigation measures if necessary.

Non-Conformance Procedures

If a project or general plan update/amendment causes a segment or intersection in the CMP network to fall below the adopted LOS standard within the seven year timeframe of the capital improvement program, and the jurisdiction does not place mitigations on the project to bring the LOS up to an acceptable standard, then the jurisdiction in question may be required to complete a deficiency plan. A deficiency plan is required by California law if STA believes that a local government is not conforming to CMP requirements, and the following steps are taken:

- A public hearing is held to determine areas of nonconformance
- Written notice is given to the jurisdiction citing specific areas of non-conformance
- The jurisdiction is given 90 days past the date written notice is given to remedy the instances of nonconformance

If, after all of these steps are taken and the jurisdiction is still found to not be in compliance, the jurisdiction may face withholding of certain gas tax subvention funds and/or not having projects programmed in the RTIP.

Section 7 Travel Demand Model

7.1 Purpose and Intent of Legislation

The CMP Legislation requires all CMAs to develop a uniform database on traffic impacts in the form of a transportation computer model. State statute also requires this model to be consistent with the modeling methodology and databases used by the regional transportation planning agency. The CMA also approves sub-county area transportation models and models used by local jurisdictions for land-use impact analysis, if local jurisdictions decide to use them.

The purpose of developing and maintaining a travel model is to help the CMA in identifying projects and programs that will have the most impact on mitigating congestion and maintaining LOS standards. A travel model can help to consider the benefits of transit service and TDM programs, and to show the benefit of capital projects in reducing congestion on the CMP network. It is also used to help local agencies in assessing the impact of new development on the transportation system. Inputting local land use projections is an important component of travel modeling that helps to provide accurate projections in the model's horizon year.

7.2 Overview of Model

STA maintains the Solano Activity Based Model, which serves as the countywide travel demand model for Solano County. The model was created in coordination with the Napa Valley Transportation Authority (NVTa) in 2008 as the Solano-Napa Travel Demand Model. It was originally created as a joint effort to monitor congestion on major highways and freeways in both counties, due to similar traffic patterns and a high number of commuters who travel in between the two counties. Though the model was originally developed with a 2000 base year and 2030 forecast year, it has since been updated to a 2015 base year and 2040 forecast year. Additionally, in 2014 the model was converted to an activity based model, which more closely replicates actual traveler decisions than a trip based model does.

In 2018, STA and NVTa embarked on a process to validate the Solano-Napa Activity Based Model. At the time, the model was not accurately forecasting traffic in both the 2015 base year and the 2040 forecast year. It was also mutually agreed between the two agencies to split the model into separate county models, rather than one regional, two county travel model. The split occurred to better focus validation efforts within each county, and to account for increasingly different traffic patterns in the two counties. For example, during the validation process, it was identified that Napa and Solano counties have different peak hours for congestion in both the A.M. and P.M. peak hours. Napa County's peak congestion time occurs later in the A.M. and earlier in the P.M. than in Solano County, which is more in line with the rest of the Bay Area. The validation work also included the addition of public transit information, so that the model may be used to forecast demand on the express bus system in both counties. The validation work is expected to be complete in mid-2019.

7.3 Role of Model in CMP Process

The Solano Activity Based Model is used to monitor forecasted congestion on the CMP network. As discussed in Chapter 5, STA routinely requests local jurisdictions to submit general plan forecasts for land use, housing, and jobs whenever the model is updated (typically in tandem with MTC's RTP/SCS process). This data is used in tandem with data provided by ABAG/MTC. Since the SABM is required to

be consistent with the regional travel model for the Bay Area, it is vital that this information be included in the model.

STA also uses the SABM to evaluate projects that go in the CIP for the CMP, as well as other STA documents like the CTP. Using the model allows STA to view forecasted congestion levels without the project, and see if the project would make a measurable improvement in congestion when it is added to the model.

7.4 MTC Modeling Consistency

As required by the CMP legislation, the Solano Activity Based Model is consistent with MTC's Travel Model 1. The last consistency finding occurred following the adoption of the first Plan Bay Area. The base year of the model is 2015 and the forecast year is 2040. Currently, the model is undergoing updates and is a work in progress. The model is being updated to include information on public transportation in both Solano and Napa Counties, so that ridership on express buses may be projected. At the same time, the model will be updated to be consistent with Travel Model 1.5, which is being used by MTC for Plan Bay Area 2050. The update will add a number of enhanced features, including a new population synthesis software, inclusion of TNCs and autonomous vehicles, and will be better calibrated to perform public transit forecasts.

7.5 Model Update Process

The Solano Activity Based Model is updated with each RTP/SCS cycle to ensure consistency with the MTC travel model. Currently, the SABM is consistent with MTC's Travel Model 1, which was used for Plan Bay Area, and Plan Bay Area 2040. MTC is currently in process of developing Travel Model 1.5, which will be used for forecasting in Plan Bay Area 2050. In tandem with the Plan Bay Area 2050 process, MTC is also developing Travel Model 2, which will be used in future RTP/SCS efforts. Currently, the SABM is being updated with public transit information, and at the same time will be updated to be consistent with Travel Model 1.5. The updates will ensure the model remains consistent with MTC while Travel Model 2 is completed.

Section 8: Capital Improvement Program

8.1 Purpose and Intent of Legislation

CMPs are required by California Government Code Section 65089(b)(5) to include a seven year CIP to maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program. All projects must conform to federal, state, and regional air quality mitigation measures.

8.2 Relationship to Local and Regional Plans

The projects contained in the CIP must be consistent with other regional & state plans and programs, such as the Regional Transportation Plan (RTP/SCS), and the Regional Transportation Improvement Program (RTIP). The RTP/SCS is prepared by MTC and is adopted every 4 years. The projects included in this CIP are consistent with the goals, policies, and actions identified in the RTP/SCS. MTC's most recently adopted RTP/SCS is Plan Bay Area 2040, adopted in July 2017. Plan Bay Area 2050 is currently under development and is expected to be complete by 2021.

The Regional Transportation Improvement Program (RTIP) is the first step to obtaining a funding commitment for a particular project from the State. Projects that MTC includes in the RTP/SCS are recommended to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP). In order for a project to be included in the RTIP, it first must be included in the CIP for the CMP. The CIP for this CMP update is based on information from the most recently adopted RTIP in December 2017.

STA's CIP project list must also conform to air quality attainment plans. The 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, cites 15 Transportation Control Measures (TCMs) that this CMP must conform to. References to how this CMP conforms to the TCMs is contained in Section 4. MTC gives priority to proposed projects that support or help implement any of the TCMs.

8.3 2019 Solano CMP Capital Improvement Program

As part of the CMP development process, STA must develop a Capital Improvement Program with projects that will help to mitigate and improve congestion on Solano County's roadways. The projects contained within this CIP are used to inform the Regional Transportation Improvement Program (RTIP), which sets the region's priority for the State Transportation Improvement Program (STIP). MTC adopts that RTIP every two years. The last RTIP was adopted in December 2017, following the most recent RTP/SCS in 2017. The most recent STIP was adopted in March 2018.

Table 20: Solano County RTIP & STIP Projects

			Funds by FY (\$1,000)					
Project	Agency	Project Cost (\$1,000)	18-19	19- 20	20-21	21- 22	22-23	Outside RTIP
Jepson Pkwy (Leisure Town Rd from Commerce to Orange)**	Vacaville	\$9,296	0	0	\$9,296	0	0	0
I-80/I-680/SR-12 I/C Package 2A***	STA	\$9,000	\$9,000	0	0	0	0	0
SR-37 Project/Mare Island Interchange*	STA	\$5,000	0	0	\$5,000	0	0	0
Silverado Trail Repaving	Napa Co.	\$98	0	\$98	0	0	0	0
SR-12/Church Rd	STA	\$1,939	0	0	\$1,939	0	0	0
Planning, programming, and monitoring	MTC	\$186	\$43	0	\$46	\$48	\$49	0
Planning, programming, and monitoring	STA	\$681	\$204	0	\$159	\$159	\$159	0
MTC Transportation Incentive Program*	MTC	0	0	0	0	0	0	\$945

Source: Metropolitan Transportation Commission

*Included in the RTIP but not the STIP

**In STIP, project named Jepson Pkwy, 4-lane widen, Elmira Rd-New Ulatis Crk

***Requested \$9,000,000 in funding for FY 18-19 in RTIP moved to FY 19-20 in STIP

STA also works with MTC to develop a program of projects for the Regional Transportation Plan, which is the Bay Area's financially constrained master plan for transportation in the Bay Area over the next 30 years. The most recent RTP/SCS, Plan Bay Area 2040, was adopted in July 2017. Solano County's RTP projects from Plan Bay Area 2040 include:

Table 21: Solano County Plan Bay Area 2040 RTP/SCS Projects (\$1,000s)

Jurisdiction	Project Title	Requested Regional Funds	Committed Funds	Local Funds	Total Cost
Benicia	Park Road Improvements	-	\$2,731	-	\$5,858
Dixon	Parkway Blvd Overcrossing	\$8,000	\$1,060	\$4,000	\$12,000
Fairfield	Fairfield-Vacaville Train Station Building, Access, and Parking	\$10,000	\$75,000	\$5,000	\$90,000
Fairfield	West Texas Rd Diet	\$9,000	-	\$2,000	\$11,000

Jurisdiction	Project Title	Requested Regional Funds	Committed Funds	Local Funds	Total Cost
Solano County	SR-113 Re-Alignment Study and Implementation	\$5,000	-	\$45,000	\$50,000
Solano Transportation Authority	I-80/I-680/SR 12 Interchange Packages 2 - 7	\$480,000	\$150,000	\$20,000	\$650,000
Vacaville	I-505/Vaca-Valley	\$7,500	\$1,907	\$6,075	\$15,482
Vacaville	Lagoon Valley Interchange			\$10,000	\$10,000
Vallejo	Redwood Pkwy Interchange & Fairgrounds Dr Phase 2	\$71,000	\$20,000	\$5,000	\$96,000
Vallejo	American Canyon Overcrossing	\$1,000	-	\$9,000	\$10,000
Vallejo	Vallejo Station Phase B	\$25,000	-	\$5,000	\$30,000
N/A	I-80 Express Lanes in both directions: Air Base Pkwy to Red Top Rd	-	-	-	\$44,000
N/A	I-80 Express Lanes in both directions: Air Base Pkwy to I-505	-	-	-	\$136,000
N/A	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$30,000	\$50,000	\$10,000	\$90,000
N/A	I-80 WB Truck Scales	\$145,000	\$105,000	-	\$250,000
N/A	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	\$60,000	-	\$25,000	\$85,000
N/A	Vallejo Station Parking Structure Phase B	\$25,000	-	\$5,000	\$30,000
N/A	Bicycle and Pedestrian Program	-	-	-	\$20,000
N/A	Provide auxiliary lanes on I-80 in EB and WB directions from I-680 to Air Base Pkwy	-	-	-	\$57,000
N/A	Access and Mobility Program	-	-	-	\$113,000
N/A	Climate Program: TDM and Emission Reduction Technology	-	-	-	\$23,000
N/A	Conduct planning and design studies along SR-12 corridor in Solano County	-	-	-	\$58,000
N/A	County Safety, Security, and Other	-	-	-	\$17,000
N/A	Minor Roadway Expansions	-	-	-	\$10,000
N/A	Multimodal Streetscape	-	-	-	\$2,000
N/A	PDA Planning	-	-	-	\$17,000
N/A	Roadway Operations	-	-	-	\$59,000
N/A	Solano MLIP Support Projects	-	-	-	\$115,000
N/A	East and North Bay Express Lanes – Environmental and Design Phases for Future Segments*	-	-	-	\$200,000

Jurisdiction	Project Title	Requested Regional Funds	Committed Funds	Local Funds	Total Cost
N/A	East and North Bay Express Lanes – Operations and Maintenance*	-	-	-	\$1,512,000
N/A	East and North Bay Express Lanes – Reserve*	-	-	-	\$2,164,000
N/A	Highway 37 Improvements and Sea Level Rise Mitigation PSR	-	-	-	\$24,000

Source: Solano Transportation Authority & Plan Bay Area 2040

State Highway Operations Protection Program (SHOPP)

SHOPP is a four year Caltrans program of projects that focus on capital improvements to safety, operations, maintenance, and rehabilitation of state highways. No capacity increasing projects are allowed under the SHOPP program. The following projects have been programmed in the 2018 SHOPP in Solano County:

Table 22: 2018 SHOPP Projects in Solano County

Route	Post Miles	Location/Description	FY	Total Cost (\$1,000)
12	20.6/26.4	In and near Rio Vista, from Currie Road to Sacramento County line. Roadway rehabilitation	21-22	\$17,433
12	19.2/19.4	Near Rio Vista, at the intersection of SR-12 and SR-113; also on SR-113 from PM 0.0/0.2. Environmental mitigation for safety project EA4G560	19-20	\$260
680	R1.9/R2.0	In Benicia, from north of Industrial Way to south of Lake Herman Road. Repair slipouts and stabilize slope.	19-20	\$2,695
80	34.5	In and near Dixon and Vacaville, at McCune Creek Bridge No. 23-0084L/R; also on I-505 at Horse Creek Bridge No. 23-0077L. Bridge preventative maintenance.	20-21	\$8,741
80	1.8/4.4	In Vallejo, from Magazine St Overcrossing No. 23-0066 to Redwood St Overcrossing No. 23-0014. Increase vertical clearance at six overcrossing structures.	18-19	\$21,998
80	1.1	In Vallejo, at I-80/SR-29 Separation Bridge No. 23-0087. Replace bridge.	19-20	\$19,618
80	14.6	Near Fairfield, at Suisun Creek Bridge No. 23-0007. Scour mitigation.	19-20	\$3,185
84	12.0/12.4	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	19-20	\$38,482
84	2.5	Near Rio Vista, at Cache Slough Ferry Crossing. Upgrade the existing fender systems, concrete ramps, and swing gate systems, modify the ferry boat deck, surface, and install traffic counter and Vehicle Detection Systems (VDS).	21-22	\$19,480

Source: Caltrans 2018 SHOPP

Regional Traffic Impact Fee

STA and the County of Solano coordinate on the collection and management of the Regional Traffic Impact Fee, assessed as part of the County's Public Facilities Fee. \$1,500 per dwelling unit is assessed on development projects to help mitigate traffic impacts as a result of the development. The RTIF is managed by seven working groups, five of which are geographically based. The remaining two are designated for the unincorporated County for road projects, and the other for transit projects countywide. Projects chosen by geographically based groups must be located within the group the funds are collected for. For FY 2018-19, the seven working groups have selected the following projects to receive RTIF funds:

Table 23: 2018-19 RTIF Projects

Working Groups	Projects	Agencies
District 1	Jepson Parkway	Fairfield, Suisun City, Vacaville, and County
District 2	SR-12/Church Rd Project	Fairfield, Rio Vista, Suisun City, and County
District 3	Fairgrounds Drive	Benicia, Vallejo, and County
District 4	Green Valley Overcrossing	Fairfield and County
District 5	SR-113 Safety Study	Dixon and County
Transit District 6	Fairgrounds Drive	Transit Operators and STA
County Uninc. District 7	McCormick Rd and Hay Rd	County

Source: Solano Transportation Authority

In Q4 of FY 2018-19, a total of \$574,327 in RTIF has been collected, with a total of \$7,414,617 collected since the start of the program in 2014. In 2019, the Nexus study for the County's Public Facilities Fee (PFF) was updated and recommended an increase of the RTIF from \$1,500 to \$2,500. After presenting the change to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers, the Solano County Board of Supervisors approved the change at their August 6, 2019 meeting. The change is expected to be effective starting October 6, 2019, and will increase the projected average annual revenue of the RTIF from \$1.2 million yearly to \$2 million yearly.

Table 24: 2018-19 RTIF Revenue

	FY 2018-19 Q4	Grand Total		
RTIF Collection	\$574,327	\$6,274,658		
Interest		\$2,974		
2% STA Admin	\$11,486	\$125,493		
RTIF Revenue for Eligible Projects	\$562,840	\$7,414,617	Total Disbursements	Remaining Funds
District 1 Jepson Corridor	\$258,795	\$3,407,069	\$1,375,192	\$2,031,876
District 2 SR-12 Corridor	\$81,602	\$594,516	\$121,481	\$473,035
District 3 South County	\$33,467	\$305,886	\$60,000	\$245,886
District 4 Central County	\$34,530	\$1,606,448	\$1,280,000	\$326,448
District 5 SR-113	\$98,161	\$561,803	\$183,571	\$378,232
District 6 Transit (5%)	\$28,142	\$342,019	\$208,128	\$133,891
District 7 County Roads (5%)	\$28,142	\$596,877	\$121,760	\$475,117
Total RTIF Revenue Received for Eligible Projects:	\$562,840	\$7,414,617	\$3,350,133	\$4,064,485

Source: Solano Transportation Authority

Active Transportation Projects

STA's current adopted Bike and Pedestrian Plans are current as of 2012, and contain a set of proposed projects to grow the active transportation network. Currently, STA is developing the Solano Active Transportation Plan, which will combine all previous active transportation planning efforts STA has undertaken. The new Solano ATP will provide an updated list of prioritized projects for each jurisdiction, and will be available for the jurisdiction to adopt should they choose. By reference, the Solano County CMP recognizes these plans and planned facilities. Individual projects will be implemented by local agencies as funding becomes available. Funding sources include, but are not limited to, CMAQ, TFCA, TDA Article 3, and CAF.

Completed projects since the 2015 CMP Update

Since the 2015 CMP update, STA has made progress on its transportation goals by completing projects and furthering progress on others. The following projects in the 2015 CMP CIP have been completed or seen progress:

- RTP ID 230660: Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Pkwy in each direction
 - This project, along with RTP ID 240581 (Widen I-80 for express lanes from Air Base Pkwy to I-505) is fully designed and environmentally cleared. Construction will occur as soon as funds are secured.
- RTP ID 21341: Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service

- The Fairfield/Vacaville Train Station is complete and opened in November 2017. Remaining improvements include the construction of additional parking and a station building.
- RTP ID 22629: Construct new Vallejo Ferry Terminal (includes additional parking, upgrade of bus transfer facilities, and pedestrian access improvements)
 - Phase 2 of the Vallejo Station Parking Garage moves forward. Recently, the City of Vallejo removed the old Post Office building to make room for the expanded parking garage. Mixed use residential and retail buildings are also planned for the site. STA has developed a funding plan for the project, which Vallejo has environmentally cleared and started design.
- RTP ID 22794: Improve Curtola Transit Center, includes transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements
 - This project was completed in December 2015 and is open to the public. SolanoExpress and local buses started serving the transit center in March 2016.
- RTP ID 22985: Implement transit hub in the Benicia Industrial Park
 - This project is complete and was opened to the public in 2019. The Benicia Bus Hub is served by the SolanoExpress Blue Line.
- RTP ID 94151: Construct 4-lane Jepson Parkway from SR-12 to I-80 at Leisure Town Road
 - Significant progress continues to be made on this project. The City of Vacaville recently completed the section on Leisure Town Road from Vanden Road to Elmira Road. Vacaville's last section, from Elmira Rd to Sequoia Drive, is in design and scheduled for construction in FY 2021-22. The City of Fairfield is nearing completion on a section of Vanden Road from Peabody Road to south of Canon Road, near the new Fairfield/Vacaville Train Station. Remaining sections include Vanden Road from Canon Road to Leisure Town Road, Cement Hill Road, and the Walters Road Extension. STA is developing funding plans to finish the project.
- RTP ID 230313: Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Pkwy
 - Progress continues on this project. In advance of the SolanoExpress Red Line, STA is constructing bus stops on the on/off ramps to SR-37 at Fairgrounds Drive, along with pedestrian enhancements to the nearby areas. Full completion of this interchange project is still seeking funding, with design phase underway
- RTP ID 230216: Improve I-80/I-680/SR-12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections
 - This project is complete and open to the public. Work continues on construction packages 2A and 2B. 2A is fully funded and expected to be constructed in 2020.
- RTP ID 240210: Implement I-505/Vaca Valley Pkwy interchange improvements (includes widening southbound off-ramp at Vaca Valley Pkwy, widening Vaca Valley Pkwy to provide protected left turn pockets, and signalization of the southbound ramp intersection)
 - This project received funding from OBAG 2 and is in design phase by the City of Vacaville. Remaining construction funds are still being sought.
- RTP ID 240576: Replace existing transit fleet
 - STA is working with its transit operators to implement the SolanoExpress bus replacement plan, which will replace aging diesel buses in the SolanoExpress fleet. FAST

recently purchased 9 new buses, and SolTrans will be purchasing four more in the near future. Additionally, STA has secured grant funding to begin the electrification of the SolanoExpress fleet. This is expected to be phased in as the technology develops.

- SHOPP Project on I-80 at PM 31.4/32.6: Near Vacaville, at Meridian Road Overcrossing No. 23-0147 and Midway Road Overcrossing No 23-0148. Rehabilitate and replace bridges.
 - This project was completed in early 2019, and both bridges are open to traffic.



DATE : November 6, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: American Disability Act (ADA) In-Person Eligibility Year End Program Update

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan.

The Solano Mobility Management Plan focuses on the following four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

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

On July 1, 2013, in advance of the Solano Mobility Management Plan being completed, the STA Board authorized the Executive Director to enter into a contract with C.A.R.E. Evaluators for the Countywide ADA In-Person Eligibility Program, one of the key elements identified earlier in the Solano Transportation Study for Seniors and People with Disabilities.

Discussion:

Applicant Volume and Productivity: CARE completed 1,023 ADA Assessments in Solano County between in July 1, 2018 – June 30, 2019. This is approximately 13% less than in Fiscal Year (FY) 2017-18. Cancellations and No-Shows declined this year between 10% - 15% from the previous FY.

Completed Applications Breakdown: Of the 1023 total completed applications between July 1, 2018 and June 20, 2019, 553 were new, 305 were re-certifications and 165 were auto renewals. Identifying which clients were eligible for auto renewal began in FY 2013-14. Of the 501 individuals certified in FY 2014-15 that were eligible for auto renewal last FY, only 167 renewed. There are 457 persons that would be eligible for auto renewal this year, of which 165 have renewed. Auto renewals have accounted for just over 16% of the total applications so far this year. Auto renewals also provide a program cost savings of \$143.58 per application and makes the renewal simpler and easier for the program participants. The program savings for FY 2018-19 was \$21,278 for auto renewals.

Impact on Paratransit:

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. Fifty-nine (59%) of all assessments requested a paratransit trip to the assessment site in FY 2018-19. That is a slight increase over the previous 2 years.

Fiscal Impact:

The ADA In-Person Eligibility program is funded with STAF funds. The amount of the current annual contract with CARE Evaluators for FY 2018-19 is \$192,000.

Recommendation:

Informational.

Attachment:

- A. ADA In-Person Eligibility Year-End Program Update FY 2018-19

Solano County ADA In-Person Eligibility FY2018-19 Year End Report

	Dixon Readi-Ride	FAST Fairfield Suisun	Rio Vista Delta Breeze	SolTrans Vallejo Benicia	Vacaville City Coach	Countywide
Completed	25	345	10	397	246	1,023
Cancellations	7	119	2	120	64	312
No-Shows	0	76	1	68	43	188
Incompletion Rate	22%	36%	23%	32%	30%	33%

Completed Applications Comparison				
	New	Recertification	Auto Renewal	Totals
FY 2016-17	820	320	87	1227
FY 2017-18	696	301	167	1164
FY 2018-19	553	305	165	1023

Eligible Auto Renewal

Evaluation Year	Eligible for Auto Renewal	FY Eligible	Auto Renewed	% Auto Renewed vs. Eligible
FY 2013-14	239	FY 2016-17	88	37%
FY 2014-15	501	FY 2017-18	167	33%
FY 2015-16	457	FY 2018-19	165	36% **
FY 2016-17	474	FY 2019-20		

**** Cost savings of \$21,278**

Eligibility Results by Service Area

	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide	% of Total
Unrestricted	24	302	8	330	212	876	86%
Conditional	1	24	2	32	16	75	7%
Trip-by-trip	0	0	0	4	0	4	<1%
Temporary	0	15	0	27	14	56	5%
Denied	0	4	0	4	4	12	1%
Totals	25	345	10	397	246	1,023	100%

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DATE: November 18, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Solano Mobility Travel Training Program – Fiscal Year (FY) 2018-19 Year-End Program Update

Background:

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

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

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

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

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

Discussion:

Solano Mobility Travel Training

The Solano Mobility Travel Training program continues to be one of the more popular mobility programs. In the Fiscal Year Comparison (Attachment A), significant increases are shown in nearly all categories between FY 2016-17 and FY 2017-18. The increases in Call Center Referrals, Individual Trainings and Group/Classroom/Field Trip trainings were reflective of the increase in Outreach and Presentations.

Between July 1, 2018 and June 30, 2019, a total of 90 travel training referrals were received by the Solano Mobility Call Center and 107 Individual Trainings have been completed by the program's travel trainings, which are each approximately 26% more than last year's totals. 29 individuals "graduated" from the travel training program and another 142 people participated in the Group Travel Training Field trips. The Travel Trainers have provided 68 presentations reaching a total of 663 people. The presentations were held in various Senior Centers and Senior Living Facilities throughout Solano County. Field Trip destinations included the Solano Town Center Mall, the Sacramento Zoo and Pier 39 in San Francisco.

One-on-One Travel Training

Connections 4 Life had one part-time Travel Trainer that trained 34 individuals in FY 2018-19, with 11 graduating. There were a total of 20 presentations reaching 180 audience members and 264 outreach activities that reached 2,772 people. 10 field trips with 44 trainee participants were also completed. They recently hired a new travel trainer, Angel Torres.

Independent Living Resources has one Travel Trainer, Cindy Hayes. Ms. Hayes has continued to do extensive outreach around the County. She has completed individual trainings for 73 people with 18 of those graduating. She organized and completed 16 Group Field Trips resulting in 98 individuals travel trained, and conducted 48 presentations to over 483 audience members and has reached 1,722 people during various outreach activities.

Volunteer Travel Ambassador Program

Fairfield and Suisun Transit (FAST) has one travel ambassador, Chandra Daniels. Ms. Daniels has many years of experience riding FAST and is familiar with all their transit routes. She has volunteered a total of 980 hours riding the bus, answering questions, and providing materials to members of the community during FY 2018-19.

Based on the ongoing and increasing popularity of this program, STA staff has applied for FTA 5310 grant funding to continue funding the Travel Training Program.

Fiscal Impact:

This program utilizes FTA Section 5310 funding. Annual program cost is \$133,316.

Recommendation:

Informational.

Attachment:

A. Solano Mobility Travel Training Fiscal Year Comparison

Solano Mobility Travel Training Fiscal Year Comparison

	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Call Center Referrals	0	22	86	90
Individual Trainings	37	0	85	107
Completed/Graduated Total	0	14	19	29
Group/Classroom Trainees	0	57	60	33
Field Trip Totals	0	7	13	26
Field Trip Trainees	0	52	71	142
Presentations Total	0	5	61	68
Audience Members	332	339	883	663
Outreach Activities	0	n/a	170	294
Number of People Reached	0	605	3216	4494

Please note that in FY 2015-16 and FY 2016-17 the information was tracked differently and the number of Presentations and Audience members most likely included Group Training and Outreach Activities

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DATE : November 4, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Intercity Taxi (PEX) Card Services Fiscal Year (FY) 2018-19 Year-End Update

Background:

Effective October 1, 2018 the Intercity Taxi program began converting from Paper Taxi Scrip to a Visa Debit Card (PEX Card) and moved to Zone Rates countywide. The Intercity Taxi Card program conversion also included making rides available to non-ambulatory individuals in addition to ambulatory individuals. The countywide program rolled out to the cities of Benicia and Vallejo in October of 2018. The cities of Dixon and Rio Vista followed with the implementation beginning on January 1, 2019. Next, the PEX Card was introduced to Fairfield and Suisun City residents in April 2019 and the City of Vacaville's implementation of the program began on July 1, 2019. Since Vacaville began in a new Fiscal Year (FY 2019-20), their data, with the exception of number of users, will not be included in this year-end report.

Discussion:

During FY 2018-19, both the PEX Card and Paper Taxi scrip were being utilized for payment of Intercity taxi rides throughout Solano County as the program transitioned from Paper Taxi Scrip to the PEX Card. The Paper Taxi scrip is scheduled to be phased out during second quarter of FY 2019-20.

Number of Users: As of November 2019, there are 391 registered PEX Card holders in Solano County. Of these individuals, 145 are using or have used the new PEX Card to take trips. SolTrans and FAST currently have the highest number of clients using the new PEX Card.

Number of Trips: In FY 2018-19 there were 7,621 total Intercity Taxi Program trips taken, which is 279 less trips than the total taken in FY 2017-18. Of the 7,621 total trips, 6,366 were using Paper Taxi Scrip and 1,255 utilized the PEX card. Eleven (11) of the PEX card trips were provided to non-ambulatory individuals.

TDA Funding vs. Taxi Program Cost: The total available TDA funding for FY 2018-19 was \$410,000. Of this total amount, \$321,144.50 was used for the Taxi/PEX Program. The Paper Taxi Scrip transactions amounted to \$224,100 while PEX Card transactions used \$97,045. Please see Attachment B provides for a complete breakdown of costs by transit operator, by quarter. Note that the \$10,000 TDA claim for Dixon was approved too late for the FY 2018-19 claim. The claim for the approved \$10,000 increased allocation for Dixon will start in FY 2019-20 to cover the cost for FY 2018-19 and 2019-20.

Fiscal Impact:

The unused portion of the 50/50 total matched funds in the amount of \$88,854 (County TDA) has been carried over to the program for FY 2019-20.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Taxi Program Data Comparison for FY 2018-19
- B. FY 2018-19 Taxi/PEX Program TDA Funding vs. Taxi Program Cost

**Solano Mobility
Intercity Taxi Program Data Comparison FY 2018-19**

PEX Card Holders Countywide					
	SolTrans	Dixon	Rio Vista	FAST	Vacaville
Active Users	58	10	2	45	30
Registered Users	165	27	3	135	61

Trips Per Month FY 2018-19			
Month	Paper Scrip	PEX Card	Totals Combined
July	560	0	560
August	824	0	824
September	678	0	678
October	749	75	824
November	450	138	588
December	568	135	703
January	321	126	447
February	451	113	564
March	594	147	741
April	416	134	550
May	467	186	653
June	288	201	489
Totals:	6366	1255	7,621

Trips Per Month Comparison		
Month	FY 2017-18	FY 2018-19
July	607	560
August	837	824
September	783	678
October	464	824
November	728	588
December	647	703
January	705	447
February	624	564
March	675	741
April	582	550
May	675	653
June	573	489
Totals Each:	7900	7,621

Taxi Scrip Transactions					
Transit Operators	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Total
Dixon Read Ride	5,100	4,300	1,000	1,000	11,400
FAST	26,900	25,000	5,400	5,400	62,700
Rio Vista Delta Breeze	100	200	0	0	300
SolTrans	41,000	7,300	0	0	48,300
Vacaville City Coach	26,900	24,100	25,400	25,000	101,400
Total	\$100,000	\$60,900	\$31,800	\$31,400	\$224,100

PEX Card Transactions					
Transit Operators	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Total
Dixon Read Ride	0	100	2,400	1,800	4,300
FAST	0	0	0	8,095	8,095
Rio Vista Delta Breeze	0	0	800	200	1,000
SolTrans	0	27,405	26,195	28,850	82,450
Vacaville City Coach	0	0	0	1,200	1,200
Total	\$0	\$27,505	\$29,395	\$40,145	\$97,045

Transit Operators.	PEX Start Date	TDA Funding	Funding Match (50%)	Total Funding	Transactions			Comparison of Budget to Transactions
					PEX Card	Taxi Scrips	Total	
Dixon Read Ride	01/01/19	5,000	5,000	10,000	4,300	11,400	15,700	(5,700)
FAST	04/29/19	40,000	40,000	80,000	8,095	62,700	70,795	9,206
Rio Vista Delta Breeze	01/01/19	5,000	5,000	10,000	1,000	300	1,300	8,700
SolTrans	10/01/18	85,000	85,000	170,000	82,450	48,300	130,750	39,250
Vacaville City Coach	07/01/19	70,000	70,000	140,000	1,200	101,400	102,600	37,400
Total		\$205,000	\$205,000	\$410,000	97,045	\$224,100	\$321,144.5	\$88,856



DATE : October 29, 2019
TO: STA Board
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Program Update and Solano Mobility Call Center/
Transportation Depot Fiscal Year (FY) 2018-19 Year-End Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano county and providing air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from County Public Works to STA and became Solano Napa Commuter Information a few years later.

In February 2014, the STA has expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano county employers with information on a variety of transit services and incentive programs, the Solano Mobility Call Center provides older adults and people with disabilities with a range of various mobility information. The Transportation Info Depot, at the Suisun-Fairfield Train Depot opened in November 2014, which now provides the public with expanded access to transportation information and mobility options. Solano Mobility staff started with four customer service representatives and has since expanded to six.

Discussion:

Solano Mobility Call Center

For the Fiscal Year (FY) 2017-18, the Solano Mobility Call Center assisted 11,872 customers. This is a 40% increase from previous fiscal year. The Call Center also assisted 4,433 walk in customers, processed 162 Regional Transit Connection (RTC) applications, and processed 200 Clipper cards. In FY 2019-20, the Solano Mobility Call Center staff will implement the new *Vehicle Share* program.

Transportation Info Depot

The hours of operation are Monday through Friday from 7am until 3pm. Customers can still receive assistance from 3pm till 5pm at the office at One Harbor Center in Suisun City. Clipper card sales are available only at the Transportation Info Depot.

Employer Program

In an effort to package all of STA's mobility programs and services for Employers, the new Employer Program was rolled out in October 2017. The goal is to re-connect with the employers and ensure that they are aware of all of the programs and services available to them and their employees. Currently, the Solano Mobility Program Coordinator have met with 40 businesses and registered 183 of their employees for commuter incentives.

Recommendation:

Informational.

Attachment:

A. Call Center Activity Chart

Mobility Call Center Activities	FY 16/17 Totals	FY 17/18 Totals	FY 18/19 Totals
<u>Seniors & People W/Disabilities-Calls</u>	-	-	-
ADA Paratransit Eligibility	537	691	1330
RTC Questions	201	164	177
Trip Planning	50	193	933
<i>Calls Referred to Outside Agencies</i>	<i>191</i>	<i>131</i>	<i>321</i>
Taxi Scrip Local Questions	138	176	327
Taxi Scrip InterCity Questions	427	256	548
GoGo Grandparent	0	0	313
<u>Seniors & People W/Disabilities-Other</u>	-	-	-
RTC Apps Processed	133	152	162
Senior/Disabled Walk-Ins	443	522	729
Materials Mailed	122	107	313
<u>General Mobility Call Center</u>	-	-	-
Transit Calls	507	775	1897
Employer Incentives/Programs calls	100	104	176
Trip Planning	281	333	1264
Other	356	471	466
<u>Employer Incentives r</u>	-	-	-
Bucks for Bikes	14	20	11
Emergency Ride Home	8	8	10
First/ Last Mile Shuttle	13	27	75
Amtrak/Lyft	0	0	25
<u>General Walk-Ins</u>	-	-	-
General Transit Questions	3327	3809	2776
Trip Planning	188	121	83
RTC Questions	62	42	45
Clipper Questions	77	30	33
Other - Taxi, Misc.	229	134	84
<u>Sales</u>	-	-	-
Clipper Card Sales	135	243	200
Bike Link Cards Sold	1	6	8
<u>Travel Training</u>	-	-	-
Travel Training Referrals	43	112	88
<u>Outreach</u>	-	-	-
Events & Presentations	25	40	49
# Attendees	707	1448	3080
Solano Mobility Website Hits	12176	16759	20578
Total Calls	2788	3294	7439
Total Walk-Ins	4717	5166	4433

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DATE: October 30, 2019
TO: STA Board
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Vanpool Program Annual Update for Fiscal Year (FY) 2018-19

Background:

Vanpooling is a convenient way to get to work especially for people who work far from home. Official vanpools have 7 to 15 passengers, including the driver who usually rides for free and the vehicle may be owned or leased. The Solano Mobility Call Center assists in finding passengers and directs cost-effective van leasing options through a contract with Enterprise Rideshare for van purchase/lease options. The benefits associated with vanpooling include cutting commute times in half and potentially saving \$3,000 a year or more in commute costs. Solano Mobility staff also provides incentives to new vanpool startups along with back-up driver incentives to those commuting to, from and/or through, Solano County.

Since 2000, STA received annual funding from the Metropolitan Transportation Commission (MTC) through the Regional Rideshare Program, to provide rideshare services in Solano and Napa counties which includes services to commuters, employers and the formation and assistance of vanpools. In 2015, MTC announced that the Regional Rideshare Program funding would be reduced by 50% and would ultimately eliminate funding to county ridershare programs in 2017. Currently, MTC offers a regionwide \$350 subsidy for existing, Enterprise vanpools. STA's Solano Mobility Rideshare Program, including vanpool incentives is funded by BAAQMD TFCA Program Manager funds programmed annually by the STA Board.

Discussion:

In 2017, according to the 511 Ridematch database, 203 of the Bay Area's 502 registered vanpools (40%) travel to, from, or through Solano County daily. This equates to approximately 2,233 van riders; 4,466 trips per day; 1,161,160 trips annually. The program has seen a decrease of vanpools participating due to a combination of factors, including the elimination of regional program funds by MTC. The lack of funds limited staff support and marketing of vanpool services and the necessary incentives to keep vanpool drivers and passengers engaged. In 2018, the Solano Mobility Call Center staff assisted three new vanpool formations with back-up incentives and new driver incentives in Fiscal Year (FY) 2018-19 (Attachment A).

The Solano Mobility Call Center is currently partnering with Enterprise and MTC to promote their Bay Area Vanpool Program. This program offers a \$350 incentive towards existing vanpools in the bay area. In addition, Solano Mobility will continue to provide support to new and existing vanpools using the RideAmigos platform.

Fiscal Impact:

\$50,000 is budgeted for the Vanpool program and comes from Transportation for Clean Air (TFCA) funds and One Bay Area Grant (OBAG) funds. In FY 2018-19, a total of \$1,650 in incentives was disbursed for the Solano Mobility Vanpool program.

Recommendation:

STA will continue to support MTC's Regional Vanpool program with Enterprise, update the RideAmigos platform to incorporate a more efficient vanpool ridematching system and work with surrounding counties who have Vanpool programs like Contra Costa to cross promote. Staff requests implementing new incentives or ways to enhance the Vanpool program in FY2020.

Attachment:

- A. FY 2016–17 through 2018–19 Vanpool Summary

Solano Vanpools

	FY 2016-17 (7/16 – 6/17)	FY 2017-18 (7/17 – 6/18)	FY 2018-19 (7/18 – 6/19)
Total Vans Supported commuting to, from and/or through Solano County	216	199	201
Total Vans Started	0	4	3
Total Startup Incentives	0	11	0
Total Back-up Incentives	0	13	7
New Vanpool Incentives	3	23	13

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DATE: October 30, 2019
TO: STA Board
FROM: Amy Antunano, Program Coordinator II
RE: Bucks for Bikes Annual Update for Fiscal Year (FY) 2018-19

Background:

The Bucks for Bikes program under Solano Mobility was created to help encourage people to bike to work for all or a portion of their commute. The program was designed to encourage more bicycling to promote a healthy lifestyle while reducing greenhouse gas emissions by limiting the amount of single occupancy vehicles on the road. In order to qualify, applicants must live or work in Solano County. Once they are approved, they can receive up to 60% of the cost of a new bike and helmet or a maximum reimbursement of \$100.00.

Discussion:

From 2016 to 2018, overall participation in the Bucks for Bikes program has increased after a drop from 2015 to 2016. This has been achieved by direct outreach in targeted areas of Solano County through tabling events, word of mouth from past participants, and vendor participation keeping materials available to their clients. Last year, May's Solano Bike Month was launched to promote biking not just to work, but within the county and leveraged the STA's Top 10 Bike Rides brochure for specific biking trails and locations. The Bucks for Bikes program has had an average of 8 applicant since 2016. To increase the interest and growth of the program, staff will continue to explore ways to modify and improve the program such as raising the subsidy and allowing college students to utilize the program. Staff plans to meet with the BAC to obtain feedback regarding the Bucks for Bike program and discuss broadening the policies and procedures that are listed in Attachment A.

Buck for Bike Program	2014-15	2015-16	2016-17	2017-18	2018-19
All Applications Received	28	21	21	33	21
All Incentives Paid	16	5	8	8	10

Fiscal Impact:

\$20,000 is budgeted for the Bucks for Bikes Incentives. \$1,100 was used in FY 2018-19 for 10 incentives.

Recommendation:

Informational.

Attachment:

A. Program Guidelines

ATTACHMENT A

Program Guidelines

1. Must work in Solano County or go to College in Solano County and be, 18 years of age or older, may apply to receive an incentive under this program.
2. Qualified applicants will be selected based on a review of the application. Those most likely to use the bicycle for commuting will be given preference.
3. Each person that receives a bicycle subsidy will agree to keep a commute log and submit periodic reports, on request for the first year showing approximately how much the bicycle is used for commuting to work in or from Solano County.
4. Incentives are limited to one per individual.
5. Bicycles must be purchased from a bicycle retailer; no two-party agreements will be reimbursed.
6. Applicants will visit a bicycle retailer of their choice and obtain a quote for the bicycle they intend to purchase. (Internet quotes will not be accepted since a visit to a bike retailer is educational and necessary to determine bike size and features).
7. Applicant submits this quote to the Solano Mobility Call Center
8. If selected to receive a subsidy, the applicant may purchase a different bicycle than the one submitted for the quote, however the subsidy will not be more than the budgeted amount, which was determined by the quote that was submitted. The subsidy will be 60% of the price (up to \$100) of the bicycle purchased, but cannot be more than what was budgeted.

Procedures

1. Participant purchases their new bicycle.
2. Participant submits a Bucks for Bikes application, receipt for bike, and W-9.
3. Program staff sends submitted materials to finance department.
4. Participant receives their reimbursement within one month of staff receiving documentation.
5. Program staff sends follow-up surveys via email 3 months, 6 months, and 12 months after purchase.



DATE: November 20, 2019
TO: STA Board
FROM: Brenda McNichols, Accounting Technician
RE: Fiscal Year (FY) 2018-19 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter Report for Fiscal Year (FY) 2018-19

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 Fourth Quarter, STA received the allocation from the State Controller's Office the amount of \$110,181 and has deducted \$3,305 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$137,564, which includes the end of the year distribution adjustments.

Attachment A is a matrix summarizing the AVA Program activities for FY 2018-19, and is compared to the total FY 2017-18 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. In FY 2018-19, the City of Vallejo abated 798 more vehicles, a significant increase in activity within the program. Other member cities have reduced their vehicles abated, such as the City of Fairfield 477 less vehicles and the City of Vacaville 178 vehicles. The City of Dixon did not submit their fourth quarter report, but received their year-end adjustment of \$818.69.

STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st. FY 2018-19 funds received has been disbursed to member agencies and no remaining fund is carried over into the next fiscal year.

The matrix shows overall total program activities in FY 2018-19 at 103% compared to FY 2017-18.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2018-19 and FY 2017-18

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2017-18 and FY 2018-19
Fourth Quarter Ending June 30, 2019**

	FY 2017-18				FY 2018-19		
Member Agency	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement		# Of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	511	\$15,382	\$30		449	\$14,953	\$33
City of Dixon	174	\$13,278	\$76		169	\$11,398	\$67
City of Fairfield	3,776	\$128,379	\$34		3,893	\$158,589	\$41
City of Rio Vista	0	\$0	\$0		0	0	0
City of Suisun	380	\$24,136	\$64		361	\$24,060	\$67
City of Vacaville	1,008	\$54,245	\$54		830	\$45,268	\$55
City of Vallejo	2,439	\$125,843	\$52		3,237	\$144,752	\$45
Solano County Unincorporated area	141	\$9,909	\$70		202	\$9,332	\$46
Total	8,919	\$396,967	\$45		9,141	\$408,352	\$45

There is no remaining AVA fund carryover into the FY 2019-20.



DATE: November 7, 2019
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
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.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 Million ; projects of at least \$25 Million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Housing and Community Development (HCD) – Infill Infrastructure Grant Program (IIG)	Up to \$410 Million	Applications due Early Winter 2019-2020
3.	Program for Arterial System Synchronization (PASS)	Up to \$3 Million	Due on 4:00 PM on Wednesday, October 23, 2019
4.	Program for Transit-Oriented Development	Up to \$19.2 Million	November 19 th , 2019
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 Million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	San Francisco Bay Authority Measure AA Grants	Up to \$12 Million	Due on December 13 th at 5:00 PM
State			
1.	Transit and Intercity Rail Transit Program (TIRCP)	Up to \$100 Million available	Due on January 16, 2020

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: November 25, 2019
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2020 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2020 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2020



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2020**

STA Board:
Consortium:
TAC:
BAC:
PAC:
PCC:
SR2S-AC:

Meets 2nd Wednesday of Every Month
Meets Last Tuesday of Every Month
Meets Last Wednesday of Every Month
Meets 1st Thursday of every Odd Month
Meets 1st Thursday of every Even Month
Meets 3rd Thursday of every Odd Month
Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Joseph Nelson Community Center	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Confirmed
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Tentative
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., July 23	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
July 24 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 8 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., October 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 22	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
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 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November TBD	6:00 p.m.	STA's 22 nd Annual Awards	TBD	Confirmed
Wed., November 18	1:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun Senior Center	Confirmed
Tues., November 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed