



**MEETING AGENDA**

**5:30 p.m., Closed Session**  
**6:00 p.m., STA Board Regular**  
**Wednesday, December 14, 2016**  
**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 system 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) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

**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](mailto: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**

- |                                                                                                                                                                                                                                                                                                                                                                                            |                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| <p><b>1. CLOSED SESSION</b><br/>         (5:30 – 6:00 p.m.)<br/> <b>Potential exposure to litigation pursuant to GC § 54956.9: One case</b></p>                                                                                                                                                                                                                                            | <p>Bernadette Curry</p> |
| <p><b>2. CALL TO ORDER/ PLEDGE OF ALLEGIANCE</b><br/>         (6:00 p.m.)</p>                                                                                                                                                                                                                                                                                                              |                         |
| <p><b>3. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b><br/>         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.</p> | <p>Chair Richardson</p> |
| <p><b>4. APPROVAL OF AGENDA</b><br/>         (6:05 – 6:10 p.m.)</p>                                                                                                                                                                                                                                                                                                                        |                         |

**STA BOARD MEMBERS**

Norman Richardson (Chair)	Jim Spering (Vice Chair)	Elizabeth Patterson	(Pending)	Harry Price	Pete Sanchez	Len Augustine	Osby Davis
City of Rio Vista	County of Solano	City of Benicia	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo

**STA BOARD ALTERNATES**

Jim McCracken	Erin Hannigan	Tom Campbell	Steve Bird	Chuck Timm	Lori Wilson	Ron Rowlett (Pending)	Jesse Malgapo
---------------	---------------	--------------	------------	------------	-------------	--------------------------	---------------

**5. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**6. EXECUTIVE DIRECTOR’S REPORT – Pg. 9**

Daryl Halls

**7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

(6:20 – 6:25 p.m.)

Jim Spering,  
MTC Commissioner

**8. REPORT FROM CALTRANS**

(6:25 – 6:35 p.m.)

**9. STA PRESENTATIONS**

(6:35 – 6:55 p.m.)

**A. Recognition of Departing STA Board Members**

Chair Richardson

Daryl Halls

**B. Legislative Updates**

Susan Lent, Akin Gump

**1. Federal Report**

Josh Shaw/Matt Robinson

**2. State Report**

Shaw Yoder Antwih

**C. Directors Reports:**

**1. Planning**

Jayne Bauer

**2. Projects**

**a. SR 37 Corridor Update**

Robert Guerrero

**b. SR 12/SR 113 Intersection**

Robert Guerrero

**3. Transit and Mobility Management**

Debbie McQuilkin

**10. CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

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

(6:55 – 7:00 p.m.)

**A. Minutes of the STA Board Meeting of October 12, 2016**

Johanna Masielat

Recommendation:

Approve the Minutes of the STA Board Meeting of October 12, 2016.

**Pg. 15**

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of November 30, 2016**

Johanna Masielat

Recommendation:

Receive and file.

**Pg. 23**

**C. Fiscal Year (FY) 2015-16 Fourth Quarter Budget Report**

Susan Furtado

Recommendation:

Receive and file.

**Pg. 29**

- D. STA 2017 Employee Benefit Summary** Susan Furtado  
Recommendation:  
 Receive and file.  
**Pg. 35**
- E. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2017** Daryl Halls  
Recommendation:  
 Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle” level of \$7,500 for Calendar Year 2017.  
**Pg. 43**
- F. Solano Intercity Taxi Scrip Program First Quarter FY 2016-17 Report** Brandon Thomson  
Recommendation:  
 Receive and file.  
**Pg. 47**
- G. One Bay Area Grant (OBAG) Cycle 1 Fund Transfer** Anthony Adams  
Recommendation:  
 Approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon’s West A Preservation Project to Solano County’s Redwood-Fairgrounds Dr Interchange Improvement Project.  
**Pg. 51**
- H. Solano Bike Map Request for Proposal (RFP)** Drew Hart  
Recommendation:  
 Approve the release of a Request for Proposal (RFP) for design services for the Top Ten Bike Rides in Solano County Map for an amount not-to-exceed \$30,000.  
**Pg. 53**
- I. Countywide Systemic Safety Analysis Report Program (SSARP) Request for Proposal (RFP)** Anthony Adams  
Recommendation:  
 Authorize the Executive Director to:
1. Release a Request for Proposal (RFP) for a consultant to develop the 2017 Solano Travel Safety Plan; and
  2. Enter into a contract for an amount not-to-exceed \$500,000.
- Pg. 55**
- J. Office of Traffic Safety (OTS) Grant Authorization for Roadway Safety & Traffic Records and Pedestrian & Bicycle Safety Programs** Anthony Adams  
Recommendation:  
 Authorize the STA Executive Director to apply for OTS grant funding for both Traffic Records and Pedestrian and Bicycle Safety to identify innovative and sustainable solutions to addressing safety while increasing youth leadership in the process.  
**Pg. 61**

- K. Paratransit Coordinating Council (PCC) Membership Reassignment and Appointment** Liz Niedziela  
Recommendation:  
 Approve the following
1. Reassignment of Rachel Ford PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services; and
  2. Appointment of Lisa Hooks to the PCC for a three year term as a Social Service Provider.
- Pg. 63**
- L. STA Letter of Support for UC Davis Grant Submittal Pertaining to Sea Level Rise and Infrastructure** Robert Guerrero  
Recommendation:  
 Authorize the Executive Director to forward a letter of support for the U.C. Davis grant request titled Real-Time Monitoring Methods for Sea Level Rise Threats to Coastal Infrastructure.
- Pg. 69**
- M. Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Resolution** Philip Kamhi  
Recommendation:  
 Approve STA Resolution No. 2016-03 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2016-17.
- Pg. 71**
- N. Contract Amendments - Transit Corridor Studies Project Manager and Transit Finance Consultant Services** Philip Kamhi  
Recommendation:  
 Authorize the Executive Director to execute contract amendments for the following:
1. McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY 2016-17 through June 30, 2017, for an amount not-to-exceed \$15,000; and
  2. NWC Partners, Inc. for Transit Finance Consultant Services in FY 2016-17 through June 30, 2017, for an amount not-to-exceed \$30,000.
- Pg. 75**
- O. Contract Amendment for State Legislative Advocacy Services** Jayne Bauer  
Recommendation:  
 Authorize the Executive Director to:
1. Execute contract amendment #6 to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a two-year term in an amount not-to-exceed \$50,000 annually; and
  2. Extend the agreement with SolTrans to reimburse STA \$20,000 annually for state lobbying consultant services provided by Shaw/Yoder/Antwih, Inc.
- Pg. 77**

**P. STA Website Services**

Jayne Bauer

Recommendation:

Authorize the Executive Director to:

1. Issue a Request For Proposal (RFP) for website services for STA and SR2S through June 30, 2017; and
2. Enter into an agreement with the selected firm(s) in an amount not-to-exceed \$45,000.

**Pg. 83**

**Q. State Route (SR) 12/SR 113 Intersection Improvement Project Initial Study and Proposed Mitigated Negative Declaration**

Robert Guerrero

Recommendation:

Authorize STA staff to forward letter of support with comments as specified in Attachment B to Caltrans regarding the Initial Study with Proposed Mitigated Negative Declaration for State Route 12/State Route 113 Intersection Improvement Project.

**Pg. 85**

**11. ACTION FINANCIAL ITEMS**

**A. STA's Comprehensive Annual Financial Report (CAFR) for Fiscal Year (FY) 2015-16**

Susan Furtado  
Ahmad Gharaibeh,  
Vavrinek, Trine,  
Day & Co., LLP  
(VTD)

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2015-16; and
2. Submit the FY 2015-16 Comprehensive Annual Financial Report (CAFR) to the Government Finance Officers Association (GFOA).

(7:00 – 7:05 p.m.)

**Pg. 93**

**B. Solano Community College (SCC) Transportation Fee Agreement**

Philip Kamhi

Recommendation:

Direct staff to evaluate and report on the SCC Student Transportation Fee program performance after the first year of the program.

(7:05 – 7:10 p.m.)

**Pg. 95**

**C. Pavement Technical Assistance Program (P-TAP) Grant Authorization Development of 2017 Solano Pothole Report**

Anthony Adams

Recommendation:

Authorize the STA Executive Director to enter into an agreement with Solano County to develop the 2017 Countywide Pothole Report with funding provided by the P-TAP funds.

(7:10 – 7:15 p.m.)

**Pg. 99**

## 12. ACTION NON-FINANCIAL ITEMS

- A. STA’s Draft 2017 Legislative Platform and Legislative Update** Jayne Bauer  
Recommendation:  
Approve the following:
1. Authorize the Executive Director to release the STA’s Draft 2017 Legislative Platform for review and comment; and
  2. Authorize the STA Chair to forward letters of support for SB 1 (Beall) and AB 1 (Frazier).
- (7:15 – 7:20 p.m.)  
**Pg. 101**
- B. Replacement of Route 200 Evening Service with Enhanced SolanoExpress Route 80 Late Evening Service** Philip Kamhi  
Recommendation:  
Authorize the Executive Director to forward letter to Solano County Transit (SolTrans) requesting the following:
1. SolTrans replace the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service by extending the late evening SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo; and
  2. Direct STA staff to review the revised route service performance by no later than June 2017 and provide a report back to the Consortium and STA Board.
- (7:20 – 7:25 p.m.)  
**Pg. 125**
- C. Solano County Coordinated Short Range Transit Plans (SRTP)** Jim McElroy  
Recommendation:  
Approve the STA Resolution No. 2016-05 of the Solano Transportation Authority Board of Directors adopting the FY 2015-16 through FY 2024-25 Solano County Coordinated Short Range Transit Plan as shown in Attachment A.
- (7:25 – 7:30 p.m.)  
**Pg. 131**
- D. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member** Bernadette Curry  
Recommendation:  
Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2018.
- (7:30 – 7:35 p.m.)  
**Pg. 137**

- E. Appointment of Alternate Member to Capitol Corridor Joint Powers Authority (CCJPA)** Robert Macaulay  
Recommendation:  
Approve the following:  
1. Appoint a STA Board Member to represent Solano County on the CCJPA Board; and  
2. Appoint an Alternate Member to represent Solano County on the CCJPA Board.  
(7:35 – 7:40 p.m.)  
**Pg. 139**

**13. INFORMATIONAL ITEMS – DISCUSSION**

- A. One Bay Area Grant Cycle 2 (OBAG 2) - List of Projects Submitted** Anthony Adams  
(7:40 – 7:45 p.m.)  
**Pg. 141**

**NO DISCUSSION**

- B. Plan Bay Area Preferred Land Use Scenario** Robert Macaulay  
**Pg. 145**
- C. Status Update: State Route (SR) 37 Corridor** Robert Guerrero  
**Pg. 179**
- D. Active Transportation Program (ATP) – Cycle 3 Update** Drew Hart  
**Pg. 183**
- E. Countywide In-Person American with Disabilities Act (ADA) Assessment Program – Annual Report for Fiscal Year (FY) 2015-16** Debbie McQuilkin  
**Pg. 185**
- F. Solano Mobility Travel Training Report – November 2016** Debbie McQuilkin  
**Pg. 189**
- G. Summary of Funding Opportunities** Drew Hart  
**Pg. 191**
- H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2017** Johanna Masielat  
**Pg. 195**

**14. BOARD MEMBERS COMMENTS**

**15. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 11, 2017**, Suisun Council Chambers.

This page intentionally left blank.





## MEMORANDUM

DATE: December 7, 2016  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – December 2016

---

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.

### **State Assembly and Senate Return with Transportation Funding Proposals as New State Legislators are Sworn into Office \***

On December 5<sup>th</sup>, both State Senator Jim Beall and State Assembly Member Jim Frazier reintroduced their transportation funding proposals in their respective houses of the State Legislature. Both proposals strive to tackle the estimated \$59 billion maintenance backlog on California's freeway system and \$78 billion shortfall for local roads, highways and bridges. Senator Beall, Chair of the Senate Committee on Transportation and Housing, introduced SB 1 (Beall) which is a proposed \$6 billion, ten year investment in California's transportation system that would invest in goods movements, transit, intercity rail, and in maintenance of both local and state transportation infrastructure. Assembly Member Jim Frazier, Chair of the Assembly Transportation Committee, introduced a transportation funding package in the Assembly that is also a \$6 billion per year investment in California's underfunded local and state transportation infrastructure. His proposal also targets funding for goods movement, transit, active transportation, with a split between state and local infrastructure investment, and lowering the local voter threshold to 55%. Both proposals have been reduced from the \$7 billion proposals introduced last session and include a number of positive proposals that would benefit Solano County's underfunded transportation system. Based on my recent conversation with California State Transportation Agency (Cal STA) Secretary Brian Kelly at the Capitol Corridors 25<sup>th</sup> Anniversary event in Sacramento, the Governor is also developing his updated transportation funding proposal that is scheduled to be unveiled at his State of the State address on January 10, 2017. The conjecture at the Focus on the Future Transportation Conference held in Los Angeles earlier this week was that this would be increased from the \$3 billion proposal from last session to \$4 billion narrowing the gap between the administration proposal and the two proposals from the State Legislature. Josh Shaw and Matt Robinson with Shaw, Yoder, & Antwih are scheduled to provide an overview at the Board Meeting.

**President Elect Trump Selects New Federal Transportation Secretary \***

Last week, President elect Donald Trump announced Elaine Chao as his federal Transportation Secretary. She previously served as the Department of Labor Secretary for the Bush Administration and is married to Senator Majority Leader Mitch McConnell. Following up on President elect Trump's comments identifying the importance of investing in America's transportation infrastructure, the "Coalition for America's Gateways and Trade Corridors", forwarded a letter to President elect Donald Trump identifying seven proposed actions for implementation. This national coalition is made of 57 public and private members, including the Port of Oakland and the Metropolitan Transportation Commission (MTC), focused on expanding the nation's freight movement capacity. Solano County has two high profile projects that STA has gotten shelf ready for construction and would be quality candidates for future federal freight funding. Susan Lent, with Akin & Gump, is also scheduled to provide an update at the Board meeting.

**STA to Release Draft Legislative Platform and Priorities \***

On an annual basis, STA reviews and updates its Legislative Platform and Priorities and distributes the document for review and comment before adoption by the STA Board. The document has been updated by staff and is ready to be distributed for review and comment.

**Departing STA Board Members \***

Two STA Board Members, Dixon Mayor Jack Batchelor and Vallejo Mayor Osby Davis are scheduled to depart the Board this month. Both have been active and effective members of the STA Board, representing their respective their communities on the STA and representing STA in Sacramento and Washington, DC. Two new Board Members are scheduled to join the STA Board in January 2017.

**STA Received Unqualified "Clean" Audit for FY 2015-16 \***

For the eleventh consecutive year, the STA received an unqualified audit without any findings of its Fiscal Year 2015-16 budget. I want to thank Susan Furtado, STA's Accounting Manager and STA's Budget Managers for their diligence in managing their respective budgets.

**STA OBAG 2 Funding Requests Significantly Exceed OBAG 2 Funding \***

In September 2016, the STA Board approved an updated set of 16 evaluation criteria for evaluating OneBayArea Grants 2 (OBAG 2) project submittals and issued a call for projects for \$4.6 million in federal Congestion Mitigation and Air Quality (CMAQ) funds. On November 18, 2017, STA received 13 applications from project sponsors requesting a total of \$17.4 million in OBAG 2 CMAQ funding, a 4 to 1 ratio of project requests exceeding the available funding.

**SR 37 Corridor Update \***

Earlier this year, the STA Board authorized the STA to partner through a Memorandum of Understanding (MOU) with the transportation authorities from Marin, Napa and Sonoma to evaluate options for addressing future sea level rise and growing traffic on the State Route 37 corridor. The four North Bay County Transportation Authorities retained a consultant to evaluate different options for financing improvements to the SR 37 Corridor that include public/private options and the potential for tolling the corridor. The work is scheduled to be concluded in March 2017. Subsequently, MTC has stepped forward to help fund an initial corridor analysis of the entire SR 37 Corridor and to evaluate options and identify a design alternative for the initial phased improvements to the SR 37 Corridor. This effort is scheduled to begin in January 2017 and conclude before the end of 2017. Staff will provide an update at the meeting.

**STA Released Draft CTP Transit and Rideshare Element for Public Comment**

STA has released for public comment the draft Transit and Rideshare Element of the Comprehensive Transportation Plan (CTP), the second of three CTP elements. This element is scheduled for action by the STA Board at its January 2017 meeting. The remaining CTP element that will be brought forward to the STA Board in 2017 is the Arterials, Freeways and Highways Element.

**Adoption of 2<sup>nd</sup> Solano County Coordinated Short Range Transit Plan (SRTP) \***

STA staff and consultants have completed work with four of Solano County's five transit operators to complete the 2<sup>nd</sup> Solano County Coordinated Short Range Transit Plan (SRTP). The four local SRTPs have been already adopted by the local transit operator's governing boards and the final step is for the STA Board to adopt the final document.

**STA and SolTrans Propose SolanoExpress Route 80 Modification to Complement WETA's Proposed Expanded Ferry Service to Vallejo \***

STA was invited to participate in coordination meetings with the San Francisco Bay Water Emergency Transportation Authority (WETA) and Solano County Transit (SolTrans) regarding the Ferry Service that serves San Francisco and Vallejo and the Route 200 that has historically provided back up service to the Ferry and in recent years has filled service gaps between when the Ferry service is provided during the day. Based on a coordination meeting that was held on July 22nd, WETA proposed adding additional Ferry service runs that would add three additional Ferry trips from Vallejo to San Francisco and three additional trips from San Francisco to Vallejo. This will replace the five Route 200 bus runs from Vallejo to San Francisco and seven Route 200 bus runs from San Francisco to Vallejo. Based on public input from ferry and Route 200 riders, the top two comments received were support for the expansion of ferry service to replace the Route 200 service and request to continue to operate a late evening bus service in the timeframe between 9:30pm and 10:30pm between San Francisco and Vallejo. Based on a follow up meeting with SolTrans, it was identified that modifying one of the late evening SolanoExpress Route 80 buses to extend that route in the late evening from El Cerrito Del Norte BART to go San Francisco and then back to Vallejo would fill this service gap created by the elimination of the Route 200 service. If approved by the STA, SolTrans and WETA, this revised service would go into effect in January 2017.

**Solano Community College Student Transportation Fee \***

The past two years, STA has assisted Solano Community College (SCC) in developing a student transportation fee. This year, the SCC students overwhelmingly approved (76%) increasing their students fees to include transportation. This will provide each SCC student the opportunity to purchase transit passes for Solano Express or local service from Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), or local service from Vacaville City Coach for half price.

**STA's Continued Focus on Improving Safety \***

STA continues to focus on improving travel safety and recently landed a competitive \$500,000 statewide grant to fund a Countywide Systemic Safety Analysis Report Program. This grant will be utilized to help STA update the Solano Travel Safety Plan in 2017. STA staff is also recommending the STA Board authorize the submittal of two separate safety grants to the Office of Traffic Safety (OTS).

**CCJPB Celebrates 25<sup>th</sup> Anniversary**

On December 6, 2016, I joined with STA Board Member Jim Spering, State Senator Jim Beall, and Cal STA Secretary Brian Kelly in attending the Capitol Corridor Joint Powers Authority's (CCJPA) 25<sup>th</sup> Anniversary event at the Sacramento Rail Museum. The CCJPA continues to improve and expand its service with 15 daily trains (from 3 daily trains in 1991) with the #1 on-time performance record in the Amtrak system, a farebox ratio over 50%, and annual ridership that has increased from 200,000 prior to the formation of the JPA to over 1.5 million this past year.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated January 2016)

<b>A</b>		GIS	Geographic Information System
ABAG	Association of Bay Area Governments		
ACTC	Alameda County Transportation Commission	<b>H</b>	
ADA	American Disabilities Act	HIP	Housing Incentive Program
APDE	Advanced Project Development Element (STIP)	HOT	High Occupancy Toll
AQMD	Air Quality Management District	HOV	High Occupancy Vehicle
ARRA	American Recovery and Reinvestment Act	<b>I</b>	
ATP	Active Transportation Program	ISTEA	Intermodal Surface Transportation Efficiency Act
AVA	Abandoned Vehicle Abatement	ITIP	Interregional Transportation Improvement Program
<b>B</b>		ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	<b>J</b>	
BABC	Bay Area Bicycle Coalition	JARC	Jobs Access Reverse Commute Program
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BAIFA	Bay Area Infrastructure Financing Authority	<b>L</b>	
BART	Bay Area Rapid Transit	LATIP	Local Area Transportation Improvement Program
BATA	Bay Area Toll Authority	LCTOP	Low Carbon Transit Operations Program (LCTOP)
BCDC	Bay Conservation & Development Commission	LEV	Low Emission Vehicle
<b>C</b>		LIFT	Low Income Flexible Transportation Program
CAF	Clean Air Funds	LOS	Level of Service
CalSTA	California State Transportation Agency	LS&R	Local Streets & Roads
CALTRANS	California Department of Transportation	LTR	Local Transportation Funds
CARB	California Air Resources Board	<b>M</b>	
CCAG	City-County Association of Governments (San Mateo)	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
CCCC (4'Cs)	City County Coordinating Council	MIS	Major Investment Study
CCCTA (3CTA)	Central Contra Costa Transit Authority	MOU	Memorandum of Understanding
CCJPA	Capitol Corridor Joint Powers Authority	MPO	Metropolitan Planning Organization
CCTA	Contra Costa Transportation Authority	MTC	Metropolitan Transportation Commission
CEQA	California Environmental Quality Act	MTS	Metropolitan Transportation System
CHP	California Highway Patrol	<b>N</b>	
CIP	Capital Improvement Program	NCTPA	Napa County Transportation & Planning Agency
CMA	Congestion Management Agency	NEPA	National Environmental Policy Act
CMIA	Corridor Mobility Improvement Account	NHS	National Highway System
CMAQ	Congestion Mitigation & Air Quality Program	NOP	Notice of Preparation
CMP	Congestion Management Plan	NVTA	Napa Valley Transportation Authority
CNG	Compressed Natural Gas	<b>O</b>	
CTA	California Transit Agency	OBAG	One Bay Area Grant
CTC	California Transportation Commission	OTS	Office of Traffic Safety
CTP	Comprehensive Transportation Plan	<b>P</b>	
CTSA	Consolidated Transportation Services Agency	PAC	Pedestrian Advisory Committee
<b>D</b>		PCA	Priority Conservation Area
DBE	Disadvantaged Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Department of Transportation	PCRP	Planning & Congestion Relief Program
<b>E</b>		PDS	Project Development Support
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PDA	Priority Development Area
EIR	Environmental Impact Report	PDT	Project Delivery Team
EIS	Environmental Impact Statement	PDWG	Project Delivery Working Group
EPA	Environmental Protection Agency	PMP	Pavement Management Program
EV	Electric Vehicle	PMS	Pavement Management System
<b>F</b>		PNR	Park & Ride
FAST	Fairfield and Suisun Transit	POP	Program of Projects
FAST Act	Fixing America's Surface Transportation Act	PPM	Planning, Programming & Monitoring
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies	PPP (P3)	Public Private Partnership
FEIR	Final Environmental Impact Report	PS&E	Plans, Specifications & Estimate
FHWA	Federal Highway Administration	PSR	Project Study Report
FPI	Freeway Performance Initiative	PTA	Public Transportation Account
FTA	Federal Transit Administration	PTAC	Partnership Technical Advisory Committee (MTC)
<b>G</b>		<b>R</b>	
GARVEE	Grant Anticipating Revenue Vehicle	RABA	Revenue Alignment Budget Authority
GHG	Greenhouse Gas	13 RBWG	Regional Bicycle Working Group

REPEG	Regional Environmental Public Education Group	TLC	Transportation for Livable Communities
RFP	Request for Proposal	TMA	Transportation Management Association
RFQ	Request for Qualification	TMP	Transportation Management Plan
RM 2	Regional Measure 2 (Bridge Toll)	TMS	Transportation Management System
RORS	Routes of Regional Significance	TMTAC	Transportation Management Technical Advisory Committee
RPC	Regional Pedestrian Committee	TOD	Transportation Operations Systems
RRP	Regional Rideshare Program	TOS	Traffic Operation System
RTEP	Regional Transit Expansion Policy	T-Plus	Transportation Planning and Land Use Solutions
RTIF	Regional Transportation Impact Fee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation System Management
RTIP	Regional Transportation Improvement Program	<b>U, V, W, Y, &amp; Z</b>	
RTMC	Regional Transit Marketing Committee	UZA	Urbanized Area
RTPA	Regional Transportation Planning Agency	VHD	Vehicle Hours of Delay
<b>S</b>		VMT	Vehicle Miles Traveled
SACOG	Sacramento Area Council of Governments	VTA	Valley Transportation Authority (Santa Clara)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	W2W	Welfare to Work
SCS	Sustainable Community Strategy	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SCTA	Sonoma County Transportation Authority	WETA	Water Emergency Transportation Authority
SFCTA	San Francisco County Transportation Authority	YCTD	Yolo County Transit District
SGC	Strategic Growth Council	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SJCOG	San Joaquin Council of Governments	<b>Z</b>	
SHOPP	State Highway Operations & Protection Program	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SMCCAG	San Mateo City-County Association of Governments		
SNCI	Solano Napa Commuter Information		
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant Vehicle		
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
<b>T</b>			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TE	Transportation Enhancement		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century		
TFCA	Transportation Funds for Clean Air		
TIF	Transportation Investment Fund		
TIGER	Transportation Investment Generating Economic Recovery		
TIP	Transportation Improvement Program		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**October 12, 2016**

At an earlier meeting, the STA held a One Bay Area Grant (OBAG) Cycle 2 Call for Projects workshop for STA's Advisory Committees to provide a presentation on their priorities and provide opportunities for public comment. STA is anticipating a number of high quality project and program submittals by the November 18<sup>th</sup> submittal date with a recommendation scheduled to be brought to the STA Board for approval at their February 11, 2017 meeting.

**1. CALL TO ORDER**

Chair Richardson called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Norman Richardson, Chair	City of Rio Vista
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Jim Spering	County of Solano
----------------	-------------	------------------

**STAFF**

<b>PRESENT:</b>	Daryl Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masielat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Jayne Bauer	Legislative & Marketing Program Manager
	Judy Leaks	Transit & Rideshare Program Manager
	Liz Niedziela	Transit Program Manager – Mobility Management
	Philip Kamhi	Transit Program Manager
	Robert Guerrero	Senior Project Manager
	Robert Guerrero	Senior Project Manager
	Drew Hart	Associate Planner
	Brandon Thomson	Transit Mobility Coordinator

Lloyd Nadal	Safe Routes to School (SR2S) Program Administrator
Betsy Beavers	SR2S Program Coordinator
April Wells	SR2S Program Coordinator

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

Jim Antone	YSAQMD
Nathaniel Atherstone	Fairfield and Suisun Transit (FAST)
Shawn Cunningham	City of Vacaville
Amanda Dum	City of Suisun City
Jim McElroy	STA Project Manager

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

**3. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the agenda. (7 Ayes, 1 Absent)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn addressed the STA Board on public rights and provisions of the Brown Act.

**5. EXECUTIVE DIRECTOR’S REPORT**

Daryl Halls provided an update on the following items:

- Solano County Schools Celebrate International Walk to School Day
- SR 12 Jameson Canyon Project Receives Caltrans Award for Excellence
- STA’s OBAG 2 Call for Projects Public Workshop
- WETA Proposes Expanded Ferry Service to Supplant Route 200 Service
- SolanoExpress Updated Performance Benchmarks to Gauge New Proposed Service
- SR 37 Design Alternative Analysis (DAA) Partnership
- ABAG and MTC Releases Preferred Growth Scenario as Part of Plan Bay Area
- RTIF Program 2<sup>nd</sup> Annual Report Highlights Success of Program and Local Funding Source
- STA Staff Update

**6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

None presented.

**7. REPORT FROM CALTRANS**

None presented.

**8. STA PRESENTATIONS**

**A. Public Comment on One Bay Area Grant Cycle 2 (OBAG 2) Call for Project -**

*Presented by Robert Macaulay*

**B. STA’s 19<sup>th</sup> Annual Awards Nominations - Presented by Jayne Bauer**

**C. Directors Reports:**

**1. Planning**

**2. Projects**

**3. Transit and Mobility Management – International Walk to School Update Presented by**

*Lloyd Nadal*



**9. CONSENT CALENDAR**

On a motion by Board Member Davis, and a second by Board Member Batchelor, the STA Board approved Consent Calendar Items A through J. (7 Ayes, 1 Absent)

**A. Minutes of the STA Board Meeting of September 14, 2016**

Recommendation:

Approve the Draft Minutes of the STA Board Meeting of September 14, 2016.

**B. Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 28, 2016**

Recommendation:

Receive and file.

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

Recommendation:

Receive and file.

**D. Jepson Parkway Project Update and Vacaville Funding Agreement Approval**

Recommendation:

Authorize the Executive Director to enter into an agreement with City of Vacaville for the amended Jepson Parkway Funding Agreement.

**E. City of Fairfield SolanoExpress Marketing Funding Request**

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$24,000 for marketing of SolanoExpress Routes by FAST.

**F. Solano-Napa Activity-Based Model (SNABM) Adoption**

Recommendation:

Adopt the Solano-Napa Activity-Based Model (SNABM).

**G. STA Marketing Update – Digital Marketing Services**

Recommendation:

Authorize the Executive Director to enter into an agreement with Digital Media First/AdTaxi for one year, through October, 31, 2017 in an amount not-to-exceed \$46,000.

**H. Contract Amendment - Jepson Parkway Project Right of Way Services - ARWS**

Recommendation:

Authorize the Executive Director to amend the ARWS contract to complete the relocation activities for the Jepson Parkway Project for an amount not-to-exceed \$20,000

**I. I-80/I-680/State Route (SR) 12 Interchange Project – Allocation Package 2 Utility Relocation**

Recommendation:

Approve the STA Resolution No. 2016-03; and funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$376,813 in Regional Measure 2 or AB1171 funds to the right-of-way phase of the I-80/I-680/SR12 Interchange – CP2 for utility relocations.

**J. Mobility Management Program Project Manager – Contract Amendment and Release a Request for Qualifications (RFQ)**

Recommendation:

Approve the following:

1. Allocate \$9,000 in State Transit Assistance Fund (STAF) for FY 2016-17 for Project Management services to implement Mobility Management;
2. Authorize the Executive Director to execute a contract amendment with Elizabeth Richards Consulting for an amount not-to-exceed \$9,000 to cover project management consultant services related to the implementation of Mobility Management Programs.
3. Authorize the Executive Director to release a Request for Qualifications for Transit and Mobility Project Management Consultant Services.

**10. ACTION – FINANCIAL ITEMS**

**Agenda Items 10.A and 10.B were approved in one motion made by Board Member Batchelor and seconded by Board Member Patterson. (7 Ayes, 1 Absent)**

**A. State Route 37 (SR37) Design Alternative Analysis and Public Outreach Grant Funding Request**

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to enter into a funding agreement with the Metropolitan Transportation Commission and Sonoma County Transportation Authority to develop a Design Alternatives Assessment for the SR 37 corridor with a funding contribution not to exceed 70% of the local match requirement (estimated to be \$67,200); and
2. Authorize the STA Executive Director to enter into a funding agreement with Caltrans to finalize a scope of work and conduct Public Outreach for the SR 37 Design Alternatives Assessment based on the preliminary scope of work included as Attachment B.

**B. Regional Transportation Impact Fee (RTIF) 2<sup>nd</sup> Annual Report**

Recommendation:

Approve the following:

1. Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2015-16 for submittal to the Solano County Board of Supervisors;
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Dixon and the County of Solano for an amount not to exceed all RTIF revenue collected through FY 15-16 to implement four eligible RTIF projects for RTIF Working Group District 5 as specified in Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 7 as specified in Attachment C.

## 11. ACTION – NON FINANCIAL ITEMS

### A. WETA Ferry Service and Route 200 Service Change Proposal

Philip Kamhi reported that STA was requested to participate in coordination meetings with the San Francisco Bay Water Emergency Transportation Authority (WETA) and Solano County Transit (SolTrans) regarding the Ferry Service that serves San Francisco and Vallejo and the Route 200 that has historically provided back-up service to the Ferry and in recent years has filled service gaps when the Ferry service is provided during the day. He cited that based on a coordination meeting that was held on July 22nd, WETA proposed adding additional Ferry service runs that would add three Ferry trips from Vallejo to San Francisco and three trips from San Francisco to Vallejo. He stated that this would replace the five Route 200 bus runs from Vallejo to San Francisco and seven Route 200 bus runs from San Francisco to Vallejo, and if approved by STA, Soltrans and WETA, this revised service would go into effect in January 2017.

#### Board/Public Comments:

Board Member Patterson requested that staff look into alternative routes for the late night service and she commented there is much more work to be done.

#### Recommendation:

Approve the following:

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

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

### B. Approval of Updated SolanoExpress Aggregate Performance Benchmarks

Jim McElroy presented the updated SolanoExpress Aggregate Performance Benchmarks of SolanoExpress Bus Service previously adopted by the STA Board. He noted that currently, STA utilizes these benchmarks to monitor and evaluate the seven SolanoExpress Bus routes collectively operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) and funded through the Intercity Funding Agreement. He commented that the benchmark of cost per revenue vehicle mile will help guide the next round focused on actual service scheduling by providing a guideline for how much vehicle miles can be operated annually based on available resources for operating, capital replacement and improvements, and service modifications and enhancements.

#### Board/Public Comments:

None presented.

#### Recommendation:

Approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.

On a motion by Board Member Jack Batchelor, and a second by Board Member Sanchez, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

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

Robert Macaulay noted that with completion of the last two chapters, the text of the Element is now complete and ready for public release and review. While this review is going on, STA staff will be adding further maps, tables, photos and other graphics to help illustrate the points made in the text and adoption of the complete Element is tentatively set for the December STA Board meeting.

Board/Public Comments:

Board Member Batchelor thanked Robert Macaulay for his hard work during the past several months to complete the Transit and Rideshare Element with the Subcommittee.

Recommendation:

Release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**D. Plan Bay Area Preferred Land Use Scenario**

Robert Macaulay explained that STA provided specific comments requesting several priority Solano based transportation projects (I-80/I-680/SR 12 Interchange, Jepson Parkway, I-80 Express Lanes) be included with the Connected Neighborhoods scenario, in addition to the Main Street scenario. He stated that the Preferred Growth Scenario included deleting the I-80 Express Lanes extension from Air Base Parkway to I-505 and other Express Lanes extensions throughout the region, and staff recommends the STA Board authorize staff to again request MTC include this project in the list of projects included in the Preferred Growth Scenario. He concluded by noting that the updated jobs and housing projections included in the Preferred Growth Scenario will be presented to the City County Coordinating Council for their review and comment.

Board/Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to transmit a letter to MTC asking for modifications to the Preferred Scenario for the update of Plan Bay Area.

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

**12. INFORMATIONAL – NO DISCUSSION**

- A. Solano County Coordinated Short Range Transit Plans (SRTP)**
- B. One Bay Area Grant (OBAG) Cycle 2 Call for Projects**
- C. Legislative Update**
- D. Project Delivery Update**

- E. **Status of Planning for SolanoExpress Service Changes Based on Corridor Study, Phase**
- F. **History of State Transit Assistance Funds (STAF) Population Based Funds – Allocation: STA Funding Priorities**
- G. **Safe Routes to School Program Update**
- H. **Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report**
- I. **Summary of Funding Opportunities**
- J. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

**13. BOARD MEMBER COMMENTS**

None.

**14. ADJOURNMENT**

Due to the STA's 19<sup>th</sup> Annual Awards Ceremony to be held on Wednesday, November 9, 2016, the next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 14, 2016**, Suisun Council Chambers.

**Attested by:**

  
\_\_\_\_\_  
**Johanna Masielat**  
**Clerk of the Board**

This page intentionally left blank.



**TECHNICAL ADVISORY COMMITTEE  
DRAFT Minutes for the meeting of  
November 30, 2016**

**1. CALL TO ORDER**

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

**TAC Members Present:**

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

**TAC Members Absent:**

Joe Leach	City of Fairfield
-----------	-------------------

**STA Staff and Others  
Present:**

*(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Ryan Dodge	STA
Osama Elhamshary	Caltrans District 4
Nicolas Endrawos	Caltrans District 4
Robert Guerrero	STA
Daryl Halls	STA
Drew Hart	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jake McKenzie	Caltrans Liaison

**2. APPROVAL OF THE AGENDA**

On a motion by George Hicks, and a second by Matt Tuggle, the STA TAC approved the agenda to include the following changes as shown below in ***bold italics***:  
(7 Ayes, 1 Absent - Graham Wadsworth, City of Benicia)

**Item 5.B - Revised Recommendation**

**Solano Community College (SCC) Transportation Fee Agreement**

**Revised Recommendation:**

*Forward a recommendation to the STA TAC and Board to evaluate and report on the SCC Transportation Fee Program performance after the first year of the program.*

**Item 5.F (Amended Recommendation requested by the Consortium at their November 29, 2016 meeting)**

**Replacement of Route 200 Evening Service with Enhanced SolanoExpress Route 80 Late Evening Service**

**Recommendation:**

Forward a recommendation to the STA Board to continue the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service incorporating and extending the SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo, *with a review of the route service performance provided by no later than June 2017.*

**Item 6.C (Addendum)**

***Pavement Technical Assistance Program (P-TAP) Grant Authorization Development of 2017 Solano Pothole Report***

**Recommendation:**

*Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into an agreement with Solano County to develop the 2017 Countywide Pothole Report with funding provided by the P-TAP funds.*

**Item 7.D (Addendum)**

***SR 12/SR 113 Intersection Improvement Project Initial Study with Proposed Mitigated Negative Declaration***

**Recommendation:**

*Forward a recommendation to the STA Board authorizing STA staff to forward a comment letter to Caltrans regarding the Initial Study with Proposed Mitigated Negative Declaration for State Route 12/State Route 113 Intersection Improvement Project.*

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. REPORTS FROM CALTRANS, MTC AND STA STAFF**

**A. SR 37 Corridor Update presented by Robert Guerrero**

*Graham Wadsworth arrived at the meeting.*

**B. SR 12/SR 113 Intersection Improvement Project – Proposed Mitigated Negative Declaration presented by Osama Elhamshary and Nicolas Endrawos, Caltrans District 4**

**5. CONSENT CALENDAR**

On a motion by George Hicks, and a second by Shawn Cunningham, the STA TAC approved Consent Calendar Item A to F as amended. (8 Ayes)

**A. Minutes of the TAC Meeting of September 28, 2016**

**Recommendation:**

Approve TAC Meeting Minutes of September 28, 2016.



**B. Solano Community College (SCC) Transportation Fee Agreement**

Recommendation:

Forward a recommendation to the STA Board to evaluate and report on the SCC Student Transportation Fee Program performance after the first year of the program.

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

Recommendation:

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

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

Recommendation:

Receive and file.

**E. Solano Bike Map Update**

Recommendation:

Forward a recommendation to the STA Board to approve the release of a Request for Proposal (RFP) for design services for the Top Ten Bike Rides in Solano County Map for an amount not-to-exceed \$30,000.

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

Recommendation:

Forward a recommendation to the STA Board to continue the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service incorporating and extending the SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo, with a review of the route service performance provided by no later than June 2017.

**6. ACTION FINANCIAL ITEMS**

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

Anthony Adams explained that the remaining additional OBAG 1 programming capacity of \$94,430 must be programmed and obligated during FY 2016-17; as this is the last year of eligibility. He noted that STA staff contacted other OBAG 1 project sponsors with projects programmed in FY 2016-17, and that the only OBAG 1 project able to use the additional funds is Solano County's Redwood-Fairgrounds Dr Interchange Imps project. He reviewed staff's recommendation to program the additional OBAG 1 cost savings from Dixon's West A St project to Solano County's Redwood-Fairgrounds Dr Interchange Imps project which would ensure keeping these funds within Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon's West A Preservation Project to Solano County's Redwood-Fairgrounds Dr Interchange Improvement Project.

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

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

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

Recommendation:

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

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

**C. Pavement Technical Assistance Program (P-TAP) Grant Authorization Development of 201 Solano Pothole Report**

Anthony Adams reviewed the application process for P-TAP funding. He noted that STA plans to partner with Solano County to submit a joint application for funding for a project request of developing a database for its sign inventory. STA staff met with Solano County staff and it was agreed that a joint application would be submitted with Solano County requesting \$90,000 for sign inventory database and STA requesting \$10,000 for a Countywide Pothole Report. There is a 20% match requirement for P-TAP funding. The application was submitted on November 21, 2016.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into an agreement with Solano County to develop the 2017 Countywide Pothole Report with funding provided by the P-TAP funds.

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

**7. ACTION NON FINANCIAL ITEMS**

**A. STA’s Draft 2017 Legislative Platform and Legislative Update**

Jayne Bauer noted that staff will forward the Draft 2017 Legislative Platform with TAC and Consortium feedback to the STA Board in December, with a recommendation to distribute the draft document for review and public comment. She added that the Final Draft 2017 Legislative Platform will be placed on the January 2017 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their February 8, 2017 meeting. In addition, Jayne Bauer commented that STA’s state legislative advocate (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2017 with each of Solano’s state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding. She also noted that with the results of November presidential election and change in the Fairfield administration, STA’s federal legislative advocate (Susan Lent of Akin Gump) will work with STA staff to refine the STA’s strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2017.

Recommendation:

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

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

**B. Countywide Systemic Safety Analysis Report Program (SSARP) Request for Proposal (RFP) Release**

Anthony Adam reviewed the scope of work and estimated schedule for the development of an updated 2017 Solano Travel Safety Plan, which will satisfy SSARP grant requirements. He noted that the scope of work has been presented to the Solano Project Delivery Working Group for comments; to date, none have been received. Based on this approved scope of work, STA would like to release a RFP for the development of an updated 2017 Solano Travel Safety Plan, funded through the recently awarded SSARP grant.

Recommendation:

Forward a recommendation to the STA Board to release a Request for Proposal (RFP) for a consultant to develop the 2017 Solano Travel Safety Plan.

On a motion by Graham Wadsworth, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation. (8 Ayes)

**C. Office of Traffic Safety (OTS) Grant Authorization for Roadway Safety & Traffic Records and Pedestrian & Bicycle Safety Programs**

Anthony Adams reviewed the grant application process for two separate OTS areas of concentration; Roadway Safety and Traffic Records and Pedestrian and Bicycle Safety Programs. He noted that the traffic records grant will be focused on procurement of collision data software and standardization of data reporting techniques, and the pedestrian and bicycle safety grant will be focused on reducing injuries of middle and high school children within Solano County.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to apply for OTS funding for both Traffic Records and Pedestrian and Bicycle Safety to identify innovative and sustainable solutions to addressing safety while increasing youth leadership in the process.

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

*George Hicks left the meeting.*

**D. Addendum - SR 12/SR 113 Intersection Improvement Project Initial Study with Proposed Mitigated Negative Declaration**

Robert Guerrero noted that in follow-up to Caltrans' presentation at the start of the meeting, staff recommends sending a comment letter to Caltrans addressing several questions regarding Caltrans' Initial Study. He added that the comment letters are due to Caltrans on December 19<sup>th</sup>, and a public open house is scheduled for December 7<sup>th</sup> at 6:00 p.m. at Rio Vista City Hall.

Recommendation:

Forward a recommendation to the STA Board authorizing STA staff to forward a comment letter to Caltrans regarding the Initial Study with Proposed Mitigated Negative Declaration for State Route 12/State Route 113 Intersection Improvement Project.

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – George Hicks, City of Fairfield)

**8. INFORMATIONAL – DISCUSSION**

**A. Plan Bay Area Update and One Bay Area Grant Cycle 2 (OBAG 2) Update**

Robert Macaulay distributed a list and provided a summary of the OBAG 2 project fund request and staff's assessment of whether or not the project meets the requirement that 50% of OBAG 2 funds be spent in or in support of Priority Development Areas. He noted that a more detailed assessment and preliminary funding recommendation will follow at the December 14<sup>th</sup> Board meeting.

**B. Active Transportation Program (ATP) – Cycle 3 Update**

Drew Hart reported that the City of Fairfield's East Table Avenue project has been recommended for State ATP Cycle 3 funding.

**NO DISCUSSION**

**C. Status Update: State Route (SR) 37 Corridor**

**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 2016**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for December 2016 and January-February 2017 were presented.

**10. ADJOURNMENT**

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

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, December 21, 2016.**



DATE: November 18, 2016  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2015-16 Fourth Quarter Budget Report

---

**Background:**

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In July 2016, the STA Board was presented with the Third Quarter Budget Report for FY 2015-16. Concurrently, in July 2016, the STA Board adopted the modification to the FY 2015-16 Final Year Budget Revision.

**Discussion:**

The STA revenue and expenditure activity (Attachment A) for FY 2015-16 Fourth Quarter reflects the overall STA program administration and operations expenditure at 96% of the budget with total revenue received at 96% of budget projections.

**Revenues:**

Revenues received during the Fourth Quarter of the fiscal year primarily consist of year to date expenditures reimbursements. 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, 2016. As of June 30, 2016, the total revenue billed and received is \$25.1 million. The revenue budget highlights are as follows:

1. The Abandoned Vehicle Abatement (AVA) Program received the total fund in the amount of \$393,204 for the fiscal year, which includes the amount of \$11,796 for Administration. Expenditure reimbursements made to member agencies in the amount of \$409,274 included funds from the previous fiscal year of \$27,526, which fully expended the total program funds and no carry over funds into FY 2016-17.
2. The State Transit Assistance Fund (STAF) allocation for FY 2015-16 in the amount of \$797,424 will be returned to the Metropolitan Transportation Commission (MTC) and will be reclaimed and reprogrammed in FY 2016-17 for the continuation of the various STA program and project studies, such as the Solano Express Marketing, Transit Corridor Study/Short Range Transportation Plan (SRTP) Coordination/Implementation, American Disability Act (ADA) in Person Eligibility Program, the Transit Coordination/Implementation, and the SolanoExpress Ridership Survey.
3. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds in the amount of \$166,452 was received for the administration and management of various programs, such as the Solano Project Online Tracker (SPOT), the Local Streets and Roads Annual Report, and the Redwood Parkway Drive/Fairgrounds Improvement Project.

4. The Regional Measure (RM) 2 funds in the amount of \$14.4 million, which includes the amount of \$122,397 for administration cost were received for the four (4) different RM 2 projects: I-80/I-680/ SR 12 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, and the North Connector East Project Mitigation, and the amount of \$337,500 for Transit activities.
5. The Regional Transportation Impact Fee (RTIF) Program received the total amount of \$1,313,368 for the fiscal year, which includes the amount of \$26,269 (2%) for program administration. The total amount of \$1,750,586 was disbursed to various RTIF Districts' approved project costs (this included RTIP funding collected in FY 2014-15).
6. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue of \$71,475 for the fiscal year.

### **Expenditures:**

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

1. **STA's Operation and Administration is at \$1,649,808 (92%) 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, 2016 is \$1,352,991, which includes the \$300,000 Self Insurance Reserve (SIR). In FY 2014-15, the Project Contingency Reserve fund (PCRF) total amount of \$1.1 million was secured as a project loan by the Jepson Parkway Project to help finance the right of way activities of the project. Payback of the loan will be provided in the updated funding agreement with the City of Fairfield (currently in negotiation) and the funding agreement with the City of Vacaville.

2. **Transit and Rideshare Services/SNCI is at \$3,127,187 (75%) of budget.** The Transit and Rideshare Services Program activities in FY 2015-16 are within the budget expenditure projections. Unexpended funds for activities such as the SNCI General Marketing, Transit Corridor Study/Short Range Transportation Plan (SRTP), Countywide Travel Training Program, and the Transit Consolidation Implementation are carried over into the next fiscal year for the continuation of program activities. The Intercity Taxi Scrip/Paratransit Program is ongoing, which includes the passed through funding for the Faith in Action program activities. (Senior Volunteer Program)

The Safe Route to School (SR2S) Program is within the projected budget. Unexpended funds are carried over into the next fiscal year for the continuation of the program activities, including the fund from the Active Transportation Program (ATP) grant for non-infrastructure SR2S Program activities.

3. **Project Development is at \$18,741,702 (103%) of budget.** The projects funded by RM2 for environmental studies and 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. In FY 2015-16, this project has accelerated its activities, which resulted in additional reimbursement billings more than originally budgeted. This cost was covered by available project funds. The I-80 Eastbound Truck Scales Relocation Project, the North Connector Project, and the SR 12 Jameson Canyon Project are still in its final closeout phase for activities, such as system maintenance for the I-80 Eastbound Truck Scales Relocation Project and the North Connector Project landscaping maintenance.

The Suisun Amtrak Rehabilitation construction is completed and the Train Depot reopened its office to public. The AVA Program has fully expended the revenue received in FY 2015-16 and there are no carryover funds for the next fiscal year. The program abated 5,787 vehicles, which is 1,682 (41%) more vehicles than the previous year. The State Route (SR) 37 Improvement Project and the Benicia Intermodal Project is ongoing and project expenditures will be reflected in FY 2016-17.

4. **Strategic Planning is at \$1,511,139 (76%) of budget.** The Solano County Priority Development Area (PDA) Program, Electric Vehicle (EV) Readiness, the Comprehensive Transportation Plan Follow Up, and the Water Transportation Plan are ongoing with unexpended allocated funds being carried over to FY 2016-17 for the continuation of the planning efforts and will be reflected in a subsequent budget revision.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2015-16 budgets. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revisions scheduled for January and June of 2017. The total revenue of \$25.1 million and expenditure of \$25 million for the year ending June 30, 2016 is consistent with the projected FY 2015-16 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 new 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, 2016, the plan contribution balance is \$547,341 with a plan retiree distribution for the fiscal year in the amount of \$4,405. For FY 2015-16; the Plan had an investment return at 6.89%. The Plan has a projected annual return of 7%. Since FY 2011-12 when STA established the PARS Program, the annual return has averaged 12.05%. The STA's PARS plan has eleven (11) active participants and two (2) retirees.

**Fiscal Impact:**

The Fourth Quarter Budget for FY 2015-16 is within budget projections for the Revenue received of \$25.1 million (96%) and Expenditures of \$25 million (96%).

**Recommendation:**

Receive and file.

Attachments:

- A. STA FY 2015-16 Fourth Quarter Budget Report
- B. STA Contingency Reserve Account Balances

This page intentionally left blank.





**FY 2015-16 Fourth Quarter Budget Report**  
**July 1, 2015 - June 30, 2016**  
**December 14, 2016**

**ATTACHMENT A**

REVENUES				EXPENDITURES			
STA Fund	FY 15-16 Budget	Actual Received YTD	%	Operations & Administration	FY 15-16 Budget	Actual Spent YTD	%
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	100%	Operations Management	1,620,429	1,600,158	99%
Members Contribution/Gas Tax	258,006	258,006	100%	STA Board of Directors/Administration	49,630	49,650	100%
Transportation Dev. Act (TDA) Art. 4/8	508,777	508,776	100%	Expenditure Plan	25,000		0%
TDA Art. 3/4.5	488,981	594,503	122%	Contributions to STA Reserve Account	100,000		0%
State Transit Assistance Fund (STAF)	1,895,351	1,446,777	76%	<b>Subtotal</b>	<b>\$1,795,059</b>	<b>\$1,649,808</b>	<b>92%</b>
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	946,221	935,592	99%	<b>Transit and Rideshare Services/SNCI</b>			
STIP Planning, Programming and Monitoring (PPM)	153,050	166,452	109%	Transit/SNCI Management/Administration	466,340	475,948	102%
OBAG Safe Routes to School (SR2S)	750,683	494,165	66%	Employer/Van Pool Outreach	23,700	13,160	56%
MTC Grant	857,774	593,117	69%	SNCI General Marketing	64,050	1,050	2%
Regional Measure (RM) 2 - Transit	304,500	337,500	0%	Commute Challenge	22,080	13,392	61%
RM 2 - I-80 Express Lanes	60,176	60,108	100%	Bike to Work Campaign/Incentives	20,000	11,805	59%
RM 2 - I-80 Interchange Project	57,060	56,873	100%	Bike Links	15,000	8,403	56%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	3,863	5,416	140%	Emergency Ride Home (ERH) Program	7,500	4,424	59%
Transportation for Clean Air (TFCA)	281,805	195,763	69%	Rideshare Services - Napa	32,757	20,217	62%
TFCA - NVTA	32,757	21,253	65%	Van Pool Services - Napa	17,582	5,715	33%
FTA - NVTA	17,582	4,077	23%	Safe Route to School (SR2S) Program	728,017	461,389	63%
Yolo/Solano Air Quality Management District (YSAQMD)	41,206	35,960	87%	Transit Management Administration	137,244	85,041	62%
Congestion Mitigation Air Quality (CMAQ)	199,434	154,039	77%	Solano Express Marketing	150,000	156,717	104%
Congestion Mitigation Air Quality (CMAQ) - Transit	122,761	26,037	21%	Lifeline Program	15,000	13,944	93%
Regional Rideshare Program (RRP)	240,000	240,000	100%	Paratransit Coordinating Council (PCC)	19,100	12,764	67%
FTA 5304/5403 Funds	219,950	142,930	65%	Transit Corridor Study/SRTP	533,398	341,341	64%
New Freedom Funds	243,722	243,530	100%	Solano Senior & People with Disabilities Committee	14,710	11,438	78%
JARC Funds	70,511	70,511	100%	CTSA/Mobility Management Plan/Program	146,758	143,968	98%
California Energy Commission (CEC)	100,000		0%	Suisun/Fairfield Amtrak Operation/Maintenance	50,000	44,761	90%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	11,796	118%	ADA in Person Eligibility Program	348,800	230,466	66%
Local Funds - Cities/County	626,550	448,873	72%	Countywide Travel Training Program	258,480	133,719	52%
Taxi Scrip Farebox Revenue	82,500	71,475	87%	One Stop Transportation Call Center	156,708	125,616	80%
RTC/Clipper/Bike Links Cards		1,390	0%	Transit Consolidation/Implementation (Rio Vista/Clipper)	281,890	188,246	67%
Sponsors	18,000	21,340	119%	Solano Intercity Taxi Scrip/Paratransit Program	656,481	623,663	95%
Interest		13,610	0%	<b>Subtotal</b>	<b>\$4,165,595</b>	<b>\$3,127,187</b>	<b>75%</b>
<b>Subtotal</b>	<b>\$8,691,220</b>	<b>\$7,259,869</b>	<b>84%</b>	<b>Project Development</b>			
<b>TFCA Program</b>				Project Management/Administration	125,350	136,598	109%
Transportation for Clean Air (TFCA)	310,512	328,265	106%	Local Streets & Roads Annual Report	37,071	33,602	91%
Interest		2,054	0%	Solano Projects Online Tracker (SPOT)	29,480	26,586	90%
<b>Subtotal</b>	<b>\$310,512</b>	<b>\$330,319</b>	<b>106%</b>	Public Private Partnership (P3) Feasibility Study	24,000	23,949	100%
<b>Abandoned Vehicle Abatement Program</b>				SR 37 Improvement Project	85,000		0%
Department of Motor Vehicle (DMV)	320,000	408,934	128%	Suisun AMTRAK Rehabilitation	287,549	287,548	100%
Interest		339	0%	Benicia Intermodal Project	25,000		0%
<b>Subtotal</b>	<b>\$320,000</b>	<b>\$409,273</b>	<b>128%</b>	Jepson Parkway Project	1,838,484	1,722,236	94%
<b>Regional Transportation Impact Fee (RTIF) Program</b>				Local Project Delivery (SR 12/Church Rd)	440,000	306,663	70%
RTIF Fee	1,884,442	1,322,773	70%	SR12/Jameson Canyon Project	51,000	47,426	93%
Interest		1,976	0%	I-80/I-680/SR 12 Interchange Project	9,489,678	11,563,067	122%
<b>Subtotal</b>	<b>\$1,884,442</b>	<b>\$1,324,749</b>	<b>70%</b>	North Connector-East Project Closeout/Mitigation	96,214	74,670	78%
<b>Jepson Parkway Project</b>				I-80 East Bound (EB) Truck Scales Relocation Project	503,155	343,175	68%
RTIF Fund	1,058,740	1,050,951	99%	I-80 Express Lanes Project	2,970,570	2,016,941	68%
City of Vacaville Repayment	600,000	500,000	83%	Redwood Parkway Drive Improvement Project	10,000	9,060	91%
County of Solano	179,744	171,285	95%	Dixon B Street Undercrossing Project	8,562		0%
Interest		(31)	0%	Regional Impact Fee Implementation Program	1,884,442	1,740,907	92%
<b>Subtotal</b>	<b>\$1,838,484</b>	<b>\$1,722,205</b>	<b>94%</b>	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	409,274	128%
<b>I-80 East Bound (EB) Truck Scales Relocation Project</b>				<b>Subtotal</b>	<b>\$18,225,555</b>	<b>\$18,741,702</b>	<b>103%</b>
RM 2 Funds	503,155	343,473	68%	<b>Strategic Planning</b>			
Interest		62	0%	Planning Management/Administration	161,194	166,854	104%
<b>Subtotal</b>	<b>\$503,155</b>	<b>\$343,535</b>	<b>68%</b>	Events	12,805	12,793	100%
<b>Jameson Canyon Project</b>				Model Development/Maintenance	128,010	128,010	100%
STIP/TCRP	51,000	47,175	93%	Solano County PDA Program	889,500	633,930	71%
Interest		251	0%	Comprehensive Transportation Plan (CTP) Follow Up	266,408	268,021	101%
<b>Subtotal</b>	<b>\$51,000</b>	<b>\$47,426</b>	<b>93%</b>	Priority Conservation Area (PCA)	10,868	9,058	83%
<b>North Connector East Project Closeout/Mitigation</b>				Water Transportation Plan	89,300	15,776	18%
Preliminary Engineering/Right of Way - RM-2 Funds	96,214	71,136	74%	Travel Safety Plan	19,031	19,471	102%
Interest		101	0%	Electric Vehicle (EV) Readiness	100,000	32,324	32%
<b>Subtotal</b>	<b>\$96,214</b>	<b>\$71,237</b>	<b>74%</b>	TFCA Programs	310,512	224,902	72%
<b>I-80/I-680/SR 12 Interchange Project</b>				<b>Subtotal</b>	<b>\$1,987,628</b>	<b>\$1,511,139</b>	<b>76%</b>
RM 2 Funds	9,489,678	11,558,634	122%	<b>TOTAL, ALL REVENUE</b>			
Interest		8,934	0%	<b>\$26,173,837</b>	<b>25,104,945</b>	<b>96%</b>	
<b>Subtotal</b>	<b>\$9,489,678</b>	<b>\$11,567,568</b>	<b>122%</b>	<b>TOTAL, ALL EXPENDITURES</b>			
<b>I-80 Express Lanes Project</b>				<b>\$26,173,837</b>	<b>\$25,029,836</b>	<b>96%</b>	
RM 2 Funds	2,970,570	2,013,189	68%				
HOV Fees		6,594	0%				
Interest		6	0%				
<b>Subtotal</b>	<b>\$2,970,570</b>	<b>\$2,019,789</b>	<b>68%</b>				
<b>Dixon B Street Undercrossing Project</b>							
City of Dixon	8,562		0%				
Interest			0%				
<b>Subtotal</b>	<b>\$8,562</b>	<b>\$0</b>	<b>0%</b>				
<b>Redwood Parkway Drive/Fairgrounds Improvement Project</b>							
STIP/PPM	10,000	9,060	91%				
Interest		(85)	0%				
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$8,975</b>	<b>90%</b>				



**Reserve Account Balances**  
**Account 31119-23001**  
**June 30, 2016**  
**Contingency Reserve**

FY	Balance	Interest Earned	Total	% at Target	Target Amount	
1999 - 2007	324,443		324,443			
7/07 - 6/08	58,801	14,925	398,169	96%	413,318	YR 1
7/08 - 6/09	58,801	11,673	468,643	91%	515,161	YR 2
7/09 - 6/10	58,000	13,851	540,494	87%	622,736	YR 3
7/10 - 6/11	58,000	7,664	606,158	82%	735,364	YR 4
<b>7/11 - 6/12</b>	108,000	3,595	717,753	84%	852,424	YR 5
7/12 - 6/13	108,000	2,705	828,458	93%	895,045	YR 6
7/13 - 6/14	108,000	1,515	937,973	100%	939,797	YR 7
7/14 - 6/15	100,000	6,492	1,044,465	101%	1,033,777	YR 8
7/15 - 6/16	0	8,526	1,052,991	93%	1,137,155	YR 9
<b>Total Contingency Reserve</b>	<b>\$982,045</b>	<b>\$70,946</b>	<b>\$1,052,991</b>			

**Project Contingency Reserve Fund (PCRF):**

06/30/14	1,100,000	(funds from North Connector Project: Solano County & Solano Water Agency (SWA))
07/09/14	(500,000)	FY 2014-15 Jepson Parkway Project Loan (7/9/14 staff report: FY 2014-15 Budget Revision)
02/10/16	(600,000)	FY 2015-16 Jepson Parkway Project Loan (2/10/16 staff report: Jepson Parkway Interfund Loan)
<b>Total PCRF Balance 6/30/2016</b>	<b>\$0</b>	

**Insurance Reserve: Self Insured Retention (SIR) \$100,000 per occurrence**

Established FY 2007-08

7/07 - 6/08	50,000	50,000	100%	50,000	YR 1
7/08 - 6/09	50,000	100,000	100%	100,000	YR 2
7/09 - 6/10	50,000	150,000	100%	150,000	YR 3
7/10 - 6/11	50,000	200,000	100%	200,000	YR 4
7/15 - 6/16	100,000	300,000	100%	300,000	YR 4

**Total Insurance Reserve** \$300,000

**Total STA Reserve Account** \$1,282,045 \$70,946 \$1,352,991



DATE: November 18, 2016  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: STA 2017 Employee Benefit Summary Update

---

**Background:**

The STA's Benefit Summary is annually updated 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) 2016-17, which includes the STA's Employees Health Benefit Cost reflected an anticipated rate reduction of 10.6%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as a 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, 2017, the Kaiser Premium Rate is reduced by 1.75%. This rate change, below the projected rate, will result in a savings of \$40,640 from the original estimated budget cost for the STA's Health Benefits Budget for FY 2016-17 (Attachment A). This savings also include changes on two (2) staff that opted to take the cash in lieu of health benefits.

STA contracts with the City of Vacaville to provide and administer the STA's self insured Dental, Vision, Life Insurance, and the Long Term Disability (LTD) insurance plans. No rates and plans changes are made to these benefits.

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", the new hire would be covered under the 2% @ 62 retirement benefit formula. The STA's contribution rate for FY 2016-17 under the "New" category is 6.555% of reportable compensation and employee contribution remained at 6.25%. STA has seven (7) active staff under the PEPRA category.

STA staff covered under the "Classic" category of the CalPERS State-wide pool of 2% @55 Miscellaneous Retirement Plan, Employer Contribution Rate for FY 2016-17 is 8.377% plus an additional discounted lump sum amount of \$57,066 (3.7466%). The STA pays seven percent (7%) of CalPERS Employee Contribution Rate to CalPERS, making the STA's total CalPERS contribution of 19.1236%. STA has fourteen (14) active staff under the Classic category.

In conformance with the new pension reform provisions effective January 1, 2013, the Public Agency Retirement System (PARS) plan is closed to new hires. This Plan currently has eleven (11) active participants and two (2) 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 regular 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. In 2017, Christmas Eve and New Year's Eve falls on a Sunday and observance of Christmas and New Years are on Monday following the holidays. Therefore, in accordance with the STA's Human Resources Policies and Procedures #304, STA staff shall be credited an additional eight (8) hours of vacation on July 1, 2017. No change is made on the number of paid holiday benefits (Attachment B).

**Fiscal Impact:**

The Kaiser Health Premium rate for 2017 resulted in a budget reduction of \$40,640 for FY 2016-17 Budget for Health Benefits.

**Recommendation:**

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2017
- B. Holiday Schedule 2017



## Employee Benefit Summary January 2017

### **TERM**

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

### **SALARY**

Salary schedule – Revised 7/1/2016.

### **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 4.71%. 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 6.555% and the employee shall pay 6.25% 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 employees hired into a regular 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, 2017, the premiums for the health plan benefit are as follows:

Employee Only	\$ 733.39
Employee Plus One Dependent	\$1,466.78
Employee Plus Two or More	\$1,906.81

***DENTAL INSURANCE***

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2017 are as follows:

Employee Only	\$ 53.56
Employee Plus One Dependent	\$ 91.06
Employee Plus Two or More	\$139.28

***VISION INSURANCE***

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2017 are as follows:

Employee Only	\$ 5.40
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.34

***LIFE INSURANCE***

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

***LONG TERM DISABILITY***

STA will provide an LTD plan to cover all employees. The plan includes a 30 day waiting period, and pays 60% of the first \$3,333 of earnings, 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 1<sup>st</sup> 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 1<sup>st</sup>. 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:

<b>Years of Service</b>	<b>Annual Entitlement</b>	<b>Annual Vacation Hours</b>	<b>Maximum Balance</b>
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\*\*\*\***





**FY 2016-17 SALARY SCHEDULE**  
**Salary Adjustments + COLA (1.9%)**  
**Effective July 1, 2016**  
**Approved July 13, 2016**

Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accounting & Administrative Services Manager	E	91020	\$8,015	\$9,743
Accounting Technician	N	91016	\$4,317	\$5,247
Administrative Assistant I	N	91014	\$3,263	\$3,966
Administrative Assistant II	N	91014	\$3,856	\$4,687
Administrative Clerk	N	91035	\$2,850	\$3,465
Assistant Program Manager	N	91028	\$5,303	\$6,446
Assistant Project Manager	N	91023	\$5,303	\$6,446
Associate Planner	N	91004	\$5,568	\$6,768
Clerk of the Board/Office Manager	E	91025	\$6,939	\$8,435
Commute Consultant I	N	91012	\$3,598	\$4,372
Commute Consultant II	N	91011	\$4,533	\$5,509
Deputy Executive Director/Director for Projects	E	91007	\$15,259	\$18,546
Director for Planning	E	91008	\$11,290	\$13,722
Director of Transit and Rideshare Services	E	91022	\$9,161	\$11,135
Executive Director	E	90001	\$16,803	\$20,424
Marketing and Legislative Program Manager	E	91021	\$6,615	\$8,442
Planning Assistant	N	91019	\$4,317	\$5,247
Program Coordinator	N	91024	\$3,598	\$4,372
Program Services Administrator	E	91034	\$6,014	\$7,309
Program Services Division Manager	E	91017	\$7,286	\$8,857
Project Assistant	N	91019	\$4,317	\$5,247
Project Engineer	E	91033	\$8,593	\$10,446
Project Manager	E	91030	\$6,014	\$7,675
Senior Planner	E	91027	\$6,014	\$7,675
Senior Project Manager	E	91036	\$7,286	\$8,857
Transit Mobility Coordinator	N	91031	\$4,533	\$5,509
Transit Program Manager	E	91029	\$7,286	\$8,857
Customer Service Representative (PT)	N	92007	\$16.46	\$19.99
Program Coordinator (PT)	N	92005	\$20.76	\$25.22
Senior Customer Service Representative (PT)	N		\$18.91	\$22.99

All full time position may have an equivalent part time salary range.



### HOLIDAY SCHEDULE 2017

Monday	January 2	New Year's Day
Monday	January 16	Dr. Martin Luther King's Birthday
Monday	February 13	Presidents' Day
Monday	May 29	Memorial Day
Tuesday	July 4	Independence Day
Monday	September 4	Labor Day
Monday	October 9	Columbus Day
Friday	November 10	Veterans' Day
Thursday	November 23	Thanksgiving Day
Friday	November 24	Friday After Thanksgiving Day
Monday	December 25	Christmas Day

**Please Note:**

Three floating holidays shall be credited July 1<sup>st</sup> 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 1<sup>st</sup>.** 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 23, 2016  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2017

---

**Background:**

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County’s economic vitality and climate, and on attracting and retaining major employers. Many of the county’s major employers, six of the Solano County cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B, and this past year supporting STA’s FASTLANE Freight applications for the I-80/I-680/SR 12 Interchange.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC’s resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA’s Solano EDC membership at the Executive Member-“Stakeholders” level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC’s key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA’s Executive Director was also added to the Solano EDC’s Board of Directors.

In FY 2009-10, STA increased its membership to \$7,500 as part of Solano EDC’s capital campaign.

**Discussion:**

The STA’s enhanced presence and participation has sustained an improved communication and information sharing between the Solano EDC Board and staff and the STA. Periodically over the last eight years, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C to help provide a business perspective. In addition, the STA and Solano EDC partnered with the City County

Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic indicators index. Solano EDC served on the Regional Transportation Impact Fee (RTIF) Stakeholders Committee. In 2011, the STA and Solano EDC entered into a partnership for Solano EDC to conduct an economic analysis and evaluation of the State Route (SR) 12 Corridor. In 2012-13, STA partnered with Solano EDC to conduct a feasibility assessment of SR 12/Church and Solano EDC worked with Rio Vista to help obtain a RuDAT grant that will help the city plan its economic future through the Rio Vision process. In 2014, SolanoEDC helped the County of Solano facilitate the “Moving Solano Forward” Study, which included STA participation and is focused on improved mobility and economic opportunity on the I-80 corridor.

Staff recommends the STA renew its annual membership with Solano EDC at the \$7,500 Board Member Premier level to maintain the STA’s support for the Solano EDC, partnership with Solano County’s business community and to continue our representation on its Board of Directors and Executive Committee.

**Fiscal Impact:**

The fiscal impact would be \$7,500 and has been budgeted as part of the STA’s Board expenditures section of the Administration Budget for FY 2016-17.

**Recommendation:**

Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle” level of \$7,500 for Calendar Year 2017.

Attachment:

- A. Solano EDC’s Renewal Notice/Invoice

# Solano EDC


360 Campus Lane, Suite 102  
Fairfield, CA 94534  
(707) 864-1855

# Invoice

DATE	INVOICE #
11/16/2016	MBR-3474

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

TERMS
Due on Receipt

DESCRIPTION	AMOUNT
Solano EDC Annual Investment 2017 Chairman's Circle Member	7,500.00
	
<b>Total</b>	<b>\$7,500.00</b>

We Appreciate Your Support! Thank You for Your Investment in Solano County.

This page intentionally left blank.



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

---

**Background:**

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

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

**Intercity Taxi Scrip Fare Change**

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

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

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

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

**Discussion:**

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

The number of Taxi Scrip Booklets sold prior, to and in, FY 2015-16 remained constant. This was a result of budgetary limits which limited the supply of taxi scrip available for purchase, not the actual demand for service. With the implementation of the new pricing model, the program was able to increase both the supply of taxi scrip and improve the farebox recovery ratio for the program. The First Quarter of FY 2016-17 sales of taxi scrip has declined by 216 booklets when compared to the First Quarter of FY 2015-2016. We are seeing a steady increase, month to month, in the First Quarter of FY 2016-17 as shown in Attachment B. In addition, Fairfield sold out all available taxi scrip.

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

At both the November SolanoExpress Intercity Transit Consortium and STA TAC meetings, this item was unanimously approved.

**Fiscal Impact:**

Money to run and operate the Intercity Taxi Scrip Program originates from Solano County's Transportation Development Act (TDA) and other participating agencies' TDA funds. The Intercity Taxi Scrip Program is within the anticipated budget.

**Recommendation:**

Receive and file.

Attachments:

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



## Solano Intercity Taxi Program

	<b>2012-13 Average by Quarter</b>	<b>2013-14 Average by Quarter</b>	<b>2014-15 Average by Quarter</b>	<b>2015-16 First Quarter</b>	<b>2016-17, First Quarter</b>
<b>Taxi Scrip Sold</b>	1185	1115	1,182	1,201	985
<b>Fare Revenue</b>	\$17,771	\$16,729	\$17,734	\$18,015	\$25,540
<b>Passenger Trips</b>	3,195	2,961	3,206	3,102	2,611
<b>Cost</b>	\$132,466	\$139,126	\$146,902	\$153,278	\$129,751
<b>Farebox Recovery Ratio</b>	13%	12%	12%	12%	19%

**ATTACHMENT B**

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



DATE: November 29, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: One Bay Area Grant (OBAG) Cycle 1 Fund Transfer

---

**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group (PDWG) made up of STA staff and staff from all eight member agency was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines. STA's programming responsibility including the programming of One Bay Area Grant (OBAG) Cycle 1 funds.

**Discussion:**

A project programmed for Fiscal Year (FY) 2014-15, Dixon's West A St Preservation, opened bids for the project's construction phase in early 2016. The programmed federal amount for the project was \$584,000, but the low bid came in at \$489,570; \$94,430 less than the federally programmed amount. Dixon staff contacted STA staff and requested that this remaining amount (\$94,430) be moved to their Safe Routes to School (SR2S) capitol project programmed for FY 2016-17. Dixon staff stated their intention was to add radar feed-back signs at multiple locations adjacent to schools to their project scope.

STA staff contacted the Metropolitan Transportation Commission (MTC) and requested that the additional funds be moved to Dixon's SR2S project. MTC staff informed STA that Dixon is not currently eligible to program or reprogram any federal or state funds until the City of Dixon resolves issues with Caltrans pertaining to the use and leasing of the Dixon Train Station.

The remaining additional OBAG 1 programming capacity, \$94,430 must be programmed and obligated during FY 2016-17; as this is the last year of eligibility. STA staff contacted other OBAG 1 project sponsors with projects programmed in FY 2016-17. The only OBAG 1 project able to use the additional funds is Solano County's Redwood-Fairgrounds Dr Interchange Improvements project. STA staff recommends programming the additional OBAG 1 cost savings from Dixon's West A St project to Solano County's Redwood-Fairgrounds Dr Interchange Imps project. This will ensure keeping these funds within Solano County. At their November 30<sup>th</sup> meeting, the STA TAC unanimously approved forwarding a recommendation to the STA Board for approval of this item.

**Fiscal Impact:**

None to STA General Funds

**Recommendation:**

Approve reprogramming \$94,430 in federal Surface Transportation Program (STP) funds from Dixon's West A Preservation Project to Solano County's Redwood-Fairgrounds Dr Interchange Improvement Project.



DATE: November 15, 2016  
TO: STA Board  
FROM: Drew Hart, Associate Planner  
RE: Solano Bike Map Request for Proposal (RFP)

---

**Background:**

For the past 15 years, the Solano Transportation Authority (STA) has developed and updated a bike map for Solano County. This map serves as the primary countywide bike map for Solano County. The bike map gets minor updates each year by STA staff. New updates are printed in time for Bike to Work Day in May. The funds that cover these costs come from the Bay Area Air Quality Management District (BAAQMD). Historically, the other air district, Yolo-Solano Air Quality Management District (YSAQMD) has also contributed funds for the map.

In January 2016, the STA Bicycle Advisory Committee (BAC) approved a strategy to pursue funding for the purpose of redesigning the bike map and producing more wayfinding signs. Since that time, STA staff successfully secured \$100,000 for a combined effort to redesign the bike map and install wayfinding signs. This funding came from the Bay Area Air Quality Management District (\$60,000) and the Yolo-Solano Air Quality Management District (\$40,000).

**Discussion:**

The focus of these funds is to increase cycling in Solano County on the existing bicycle system. While STA staff still plans to redesign the overall map of bikeways in the county, the need and support for a promotional effort to highlight Solano County's existing bike system continues to grow.

STA staff proposes a more targeted map highlighting the best bike rides available in Solano County, showcasing the natural assets and bicycle infrastructure investments available to and enjoyed by cyclists in the area. Benefits to this approach include a faster production time, smaller budget, and the flexibility to have both a comprehensive map and a promotional piece that is more user friendly.

The guidelines of the proposed map will mirror those previously discussed with the BAC including the following:

- Top Ten rides in Solano County as a way to highlight and promote cycling in the area
- Simpler design focusing on what is necessary for the end user
- Smaller printed version of the map
- Mobile friendly

The map and the signage will work together to promote cycling in Solano County. The map will be printed and distributed as part of Bike to Work Day scheduled for May of 2017, Solano Mobility campaigns, local community events, and will be placed at transportation centers. The map will also be featured on our website.

An effort of this kind will require unique skills in integrating cartography, graphic design, and brand messaging. STA staff is seeking approval from the STA Board to release a Request for Proposal (RFP) from interested and qualified firms early in 2017.

**Fiscal Impact:**

The production of the new bike map is estimated at \$30,000 for design services. These funds have been provided through air quality funding provided by the BAAQMD and YSAQMD.

**Recommendation:**

Approve the release of a Request for Proposal (RFP) for design services for the Top Ten Bike Rides in Solano County Map for an amount not-to-exceed \$30,000.



DATE: November 29, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: Countywide Systemic Safety Analysis Report Program (SSARP)  
Request for Proposal (RFP)

---

**Background:**

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

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

STA has been awarded a \$555,555 grant for a countywide safety analysis study, the largest grant awarded statewide during this grant cycle. This grant will build on the recently adopted 2016 Solano Safety Plan, which identified 76 locations, by identifying additional locations and prescribing potential treatments. The scope of the grant allows Solano to fill in the missing data gaps of roadway and traffic volume data so that they may be used in conjunction with existing crash data to perform data-driven safety analysis. The primary goal is to identify locations throughout Solano County where high-benefit and low-cost safety countermeasures may be implemented in order to save the most lives and to prevent future severe injuries in Solano County. These identified locations can then apply for Highway Safety Improvement Program (HSIP) grants, which are based on formula (the higher the cost-benefit ratio, the more likely the project is to be funded.)

**Discussion:**

STA staff has developed a scope of work for the development of an updated 2017 Solano Travel Safety Plan, which will satisfy SSARP grant requirements (Attachment A). The scope of work has been presented to the Solano Project Delivery Working Group for comments; to date, none have been received. Based on this approved scope of work, STA would like to release a RFP for the development of an updated 2017 Solano Travel Safety Plan, funded through the recently awarded SSARP grant. Attachment B is an estimated schedule. At their November 30<sup>th</sup> meeting, the STA TAC unanimously approved forwarding a recommendation to the STA Board for approval of this item.

**Fiscal Impact:**

\$500,000 safety grant awarded to STA. \$55,555 local match, provided by STA member agency contributions, approved by STA Board on June 8<sup>th</sup>.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposal (RFP) for a consultant to develop the 2017 Solano Travel Safety Plan; and
2. Enter into a contract for an amount not-to-exceed \$500,000.

Attachments:

- A. SSARP Draft Scope of Work
- B. Estimated Schedule for Development of an Updated 2017 Solano Travel Safety Plan



## DRAFT SSARP Scope of Work

Budget and Schedule: Consultant, in conjunction with STA staff, will develop a project budget and schedule. This includes an initial kick-off meeting to determine final schedule, with milestones, to complete the tasks.

Literature Review: The consultant will conduct a literature review of the 2016 Solano Travel Safety Plan, with a focus on listed locations, proposed solutions, and methodology of collecting collision data. Consultant will also review currently available documents that present “best-case practices” regarding system wide statistical safety analysis; this will include researching multi-modal safety documents such as Vision Zero. Consultant will identify key factors relating to collisions, data collection, and best practices of how to apply treatments.

Identify Locations with High Potential for Collisions: Utilizing SWITRS, TIMS and/or local Police Department collision data, consultant will identify locations and/or corridors that have a high potential for collisions; analysis should consider active transportation modes in addition to automobile safety concerns. Identified locations should be backed up with historical collision data when reported.

Suggest Treatments for Locations with High Potential Collisions: Based on types of collisions identified, roadway design, and conditions, consultant will suggest treatments for improving safety at identified locations. Locations which have been identified in the 2016 Solano Travel Safety Plan and that are also identified through statistical analysis should defer to suggested treatments located in the Plan. For calculating the B/C ratio of a project, the [TIMS B/C Calculation Tool](#) from the University of California, Berkeley Safe Transportation Research and Education Center website should be used. Benefit-Cost ratios for each identified location will be calculated and summarized for each jurisdiction in Solano.

Receive Concurrence from Local Jurisdictions: Consultant, with help from STA, will provide location, treatment, and b/c ratio information to each jurisdiction in Solano. Each jurisdiction’s public works staff will provide concurrence for each location and suggested treatment to consultant, or will suggest an alternative treatment for consideration. If another treatment is suggested, consultant will run an analysis on the location and provide updated information on b/c ratios. If the consultant’s suggested treatment has a higher b/c ratio than the jurisdictions alternative treatment, the jurisdiction will have the final decision on which treatment is to be included.

Develop Prioritized List of Safety Projects for Each Jurisdiction in Solano: Based on calculated b/c ratio, consultant will develop a prioritized list of safety projects for each jurisdiction in Solano County. The list should clearly identify projects that are eligible for HSIP funding for upcoming Cycle 9.

Compile Data and Develop an Updated Solano Travel Safety Plan: Utilizing data gathered in the previous tasks, consultant will compile an update to the 2016 Solano Travel Safety Plan. The Plan will have a chapter for each jurisdiction, additionally each jurisdiction chapter will have sections identifying automobile safety and active transportation safety locations.

Attend at Least Three STA Committee Meetings: Consultant will attend at least one meeting each of the Project Delivery Working Group, Technical Advisory Committee, and STA Board. Attending additional

meetings with the Project Delivery Working Group to review data might be required, but should be factored into the task of receiving concurrence from local jurisdictions.

Satisfy Caltrans SSARP “Reporting Requirements:” Caltrans has issued guidance for required reporting elements of a completed SSARP report. The ten requirements that must be included are: Executive Summary, Engineer’s Seal, Statement of Protection of Data from Discovery and Admissions, Safety Data Utilized, Data Analysis Techniques and Results, Highest Occurring Crash Types, High-risk Corridors and Intersections, Countermeasures Identified to Address the Safety Issues, Viable Project Scopes and Prioritized List of Safety Projects, and Attachments and Supporting Documentation.

(<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2016/SSARPGuidelines2016Feb.pdf> Chapter 6)

**Estimated Schedule for Development of an Updated 2017 Travel Safety Plan**

<b>December 15, 2016</b>	RFP Issued
<b>January 10, 2017</b>	Questions concerning RFP mailed to <a href="mailto:aadams@sta.ca.gov">aadams@sta.ca.gov</a> no later than January 10, 2017
<b>January 13, 2017</b>	All questions and answers will be posted on the STA website
<b>January 31, 2017</b>	<b>Proposals are due no later than 4:00 PM</b>
<b>February 9, 2017</b>	Tentative panel interview date. STA selects recommended firm.
<b>February 20, 2017</b>	Project commences no later than February 20, 2017
<b>September 29, 2017</b>	Solano 2017 Travel Safety Plan Finished

This page intentionally left blank.



DATE: November 29, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: Office of Traffic Safety (OTS) Grant Authorization for Roadway Safety & Traffic Records and Pedestrian & Bicycle Safety Programs

---

**Background:**

The California Office of Traffic Safety (OTS) is a state agency whose goal is to eliminate traffic deaths and injuries. It seeks to accomplish this goal by making available grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries and economic losses from collisions. OTS draws from several federal government funding sources for its grants. OTS also mounts public awareness campaigns and acts as a primary traffic safety resource in order to enlist the help of the general public and the media encouraging traffic safety.

**Discussion:**

OTS has numerous “areas of concentration” for grant applications. All of these areas of concentration have no local match requirement, no minimum or maximum grant amount, and funds must be expended within one fiscal year. The call for projects opens on December 5, 2016.

STA staff is interested in applying, on a countywide basis, for two separate OTS areas of concentration for grant funding:

**Traffic Records:** The program goal is to establish/improve record systems that aid in identifying existing and emerging traffic safety problems and aid in evaluating program performance. Accurate and current records are needed to support problem identification and to evaluate countermeasure effectiveness.

**Pedestrian and Bicycle Safety:** The program goal is to increase safety awareness among pedestrians, bicyclists and motorists through various approaches including education, enforcement and engineering.

The traffic records grant will be focused on procurement of collision data software and standardization of data reporting techniques. STA attended a countywide safety meeting, attended by all local jurisdictions’ police departments, on November 16<sup>th</sup> and discussed this need in more detail with local law enforcement. The cost of the grant (application is still to be determined) and will be decided based on the number of jurisdictions that are interested in participating and the cost of procurement by a recent adopter of the Crossroads collision data reporting program, the City of Vacaville.

The pedestrian and bicycle safety grant will be focused on reducing injuries of middle and high school children within Solano County. The Solano Safe Routes to School Program is launching a

youth engagement program in January 2017 to increase middle and high school youth participation and leadership within the program. With the potential support from this grant, youth teams across the county will engage in Youth-led Participatory Action Research (YPAR) projects that can lead to sustainable solutions in transportation, safety and increasing physical activity. These YPAR youth teams will also work in partnership with STA and city project and planning staff, countywide bicycle and pedestrian committees and various school and community organizations to research and develop solutions around pedestrian and bicycle safety in a participatory learning process. At their November 30<sup>th</sup> meeting, the STA TAC unanimously approved forwarding a recommendation to the STA Board for approval of this item.

**Fiscal Impact:**

No matching funds are required for this OTS grant.

**Recommendations:**

Authorize the STA Executive Director to apply for OTS grant funding for both Traffic Records and Pedestrian and Bicycle Safety to identify innovative and sustainable solutions to addressing safety while increasing youth leadership and participation in the process.



DATE: November 28, 2016  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Paratransit Coordinating Council (PCC) Membership Reassignment and Appointment

---

**Background:**

The PCC is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the seniors, people of 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) PCC By-Laws stipulate that there are eleven members on 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 as shown below.

- 1) Voting Members (11)
  - a) Transit Users (3)
    - i) Elderly (1) (60 or older)
    - ii) Handicapped (1)
    - iii) Low Income (1)
  - b) Members at Large (2)
  - c) Public Agencies (2)
    - i) County Department of Health and Social Services (1)
    - ii) Education –Related Services (1)
  - d) Social Service Providers (3)
    - i) Three Council members will be selected from agencies experienced in the provision of services for the physically disabled, the elderly, and those in rural areas; when possible, social service providers of transportation. Every effort will be made to ensure that the needs and perspectives of both non-profit and for-profit providers are adequately represented in this section of the Council.
  - e) The Policy Advisory Council MTC Advisor for Solano County

**Discussion:**

Curtis Cole's PCC term expired September 2016 and he was not interested in seeking reappointment. This created a vacancy for public agency – County Department of Health and Social Services representation on the PCC (Attachment A). STA received an interest form from Lisa Hooks Staff Services Manager II, Regional Manager for State Council on Developmental Disabilities located in Vallejo (Attachment B). Lisa has attended PCC meetings and is interested in becoming a PCC member. However, the only opening the PCC has is for Public Agency – County Department of Health and Social Services.

Rachel Ford was appointed to the PCC as a Social Service Provider but she is employed by Solano County Department of Health and Social Services. STA staff is presenting the option to reassign Rachel Ford's PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services. This reassignment will provide an opening for Social Service Provider, allowing Lisa Hooks' application to be considered by the PCC.

At the PCC meeting on November 17, 2016, the PCC approved to forward a recommendation to the STA Board to approve the reassignment of Rachel Ford PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services and to appoint Lisa Hooks to the PCC for a three year term as a Social Service Provider.

**Recommendation:**

Approve the following

1. Reassignment of Rachel Ford PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services; and
2. Appointment of Lisa Hooks to the PCC for a three year term as a Social Service Provider.

Attachments:

- A. PCC Membership Status (November 2016)
- B. PCC Interest Form from Lisa Hooks



**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**November 2016**

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2018	
Lyll Abbott	Member at Large		July 2014	July 2017	
Richard Burnett	MTC PAC Representative		December 2012	December 2018	
Judy Nash	Public Agency - Education	Solano Community College	April 2016	April 2019	
Vacant	Public Agency – Health and Social Services				
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018	
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	September 2019	January 2016
Rachel Ford	Social Service Provider	Wellness/ Recovery Unit	February 2016	February 2019	
Cynthia Tanksley	Transit User		February 2015	February 2018	
Ernest Rogers	Transit User		June 2014	June 2017	January 2016
Kenneth Grover	Transit User		June 2014	June 2017	

## What is the Paratransit Coordinating Council (PCC)

The PCC provides input and guidance on the development and implementation of transportation programs to serve seniors, people with disabilities and low income residents.

The members of the PCC are volunteers from the local community and local social service agencies.

The PCC also makes funding recommendations to the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC).

### Some specific functions may include:

- Advising policy-makers about the allocation of resources, services, and funding necessary to meet demand for paratransit services.
- Reviewing applications for paratransit funding and making recommendations on funding guidelines and amounts.
- Participating in the development of plans to increase and improve paratransit and other mobility services and programs for seniors, people with disabilities and low income residents.
- Educating the community, people with disabilities and seniors, Solano County transit agencies, the STA, and PCC members about paratransit needs, fixed route accessibility, and other mobility services and needs of seniors, people with disabilities and low income individuals.

## Paratransit Coordinating Council interest



### CONTACT INFORMATION

Name: Lisa Hooks

Street address: \_\_\_\_\_

City, state, zip: \_\_\_\_\_

Home phone: (707) \_\_\_\_\_ office

Work phone: (707) \_\_\_\_\_ cell

Email address: \_\_\_\_\_

### I WOULD LIKE TO FILL THE FOLLOWING POSITION

- Transit user (3)    Member-at-large (2)    Public agency (2)    Social service provider (4)

### LETTER OF INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (paid or volunteer) qualifies you: See attached page

### AGREEMENT AND SIGNATURE

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand 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): Lisa Hooks

Signature: [Signature]

Date: 10/17/2010

cut and tape closed, this side interior



I want to participate in the STA's PCC in order to provide support and assistance aimed at improving the lives of individuals and a community. I would like to become a part of PCC because of its goal and focus on evaluating the needs of people with I/DD, and on creating plans and putting the plans into action in order to create resources to overcome the needs. I have over 20 years of paid work experience in assisting individuals and families of the I/DD community with gaining access to community resources, I work well with a diverse group of people, and I have excellent customer service skills.

This page intentionally left blank.



DATE: November 28, 2016  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: STA Letter of Support for UC Davis Grant Submittal Pertaining to Sea Level Rise and Infrastructure

---

**Background:**

The STA collaborated with U.C. Davis and Caltrans to analyze Sea Level Rise impacts on the Highway 37 corridor as part of the State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis. The report was completed in January 2016; however, U.C. Davis' Road Ecology Center wants to continue monitoring sea level rise and its effects on a long term basis. The department's interest is to continue focusing on the SR 37 corridor with a sophisticated time lapse camera network.

**Discussion:**

U.C. Davis is seeking additional grant funding from the Federal Highway Administration and requested a letter of support from the STA. The title of this effort is Real-Time Monitoring for Sea Level Rise Threats to Coastal infrastructure. UC Davis' previous research has resulted in a time-lapse camera network for monitoring coastal infrastructure, hydrologic movements and sea level rise effects ecosystems on SR 37. Their new proposal is to continue the camera network and to use the data originating from these cameras to measure degree, extent, and rate of sea level penetration into newly-affected areas.

In addition, U.C. Davis is proposing to utilize the grant funds to deploy drone-based terrain-mapping technology to conduct high spatial and temporal resolution tracking of shoreline conditions. The proposed project will develop the image analysis and terrain-mapping techniques needed to quantify the degree of shoreline change resulting from sea level rise. Research products will include: 1) a demonstration and publication of image analysis and high-resolution terrain-mapping methods for quantifying near-term sea level rise impacts on coastal infrastructure and adjacent ecosystems, and 2) description of how this information could be used to validate sea level rise models and inform sea level rise-adaptation planning for coastal infrastructure.

As noted earlier, a smaller version of this technology was utilized briefly as part of the previous report. The additional equipment and proposed new techniques will result in enhanced data collection and validation of previous efforts. Any future data obtained from the monitoring equipment will continue to be shared with STA and SR 37 Policy Committee and will be useful in future planning and project decisions for the SR 37 corridor as well as other parts of Solano County and the Bay Area.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to forward a letter of support for the U.C. Davis grant request titled Real-Time Monitoring Methods for Sea Level Rise Threats to Coastal Infrastructure.





DATE: November 28, 2016  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Resolution

---

**Background:**

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

The Solano FY 2016-17 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A). MTC updated its FY 2016-17 fund estimate on May 25, 2016. This most recent fund estimate does not include any changes to the TDA funds for Solano County from the February 2016 estimate.

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims.

The TDA Matrix is based on MTC's Fund Estimate dated May 25, 2016. STA includes FY 2015-16 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2016). STA has been advised that SolTrans returned \$5 million in unused TDA funds to MTC after the cut-off date.

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

For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the total amount owed in FY 2016-17. The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16, but \$340,000 less than in FY 2014-15. This increase is due to a number of factors, including an increase operating costs and a decrease in fare revenue for FY 2016-17. Additional Regional Measure (RM) 2 funding of \$738,000 offsets some of the subsidy needed in FY 2016-17. The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17.

**Discussion:**

The STA Board has previously approved the TDA Matrix at the September 2016 meeting for all of the jurisdictions, agencies and the STA. This item is to authorize the filing of a TDA Resolution, as required by MTC.

At their meetings on November 29<sup>th</sup> and November 30<sup>th</sup>, the SolanoExpress Intercity Transit Consortium and STA TAC approved to forward the recommendation to the STA Board authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2016-17.

**Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning and the Taxi Scrip Program. With the STA Board approval of the June TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

**Recommendation:**

Approve STA Resolution No. 2016-03 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2016-17.

Attachment:

- A. STA Resolution No. 2016-03 TDA Resolution



**RESOLUTION NO. 2016-04**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
 AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN  
 TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION  
 DEVELOPMENT ACT FOR FY 2016-17**

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Util. Code section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Code of Regs. 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Solano County may be required by claimant in Fiscal Year 2016-17 for the purposes of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

**WHEREAS**, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Legal Counsel; and

**WHEREAS**, a portion of the funds requested shall be used for operating and maintenance for the Suisun City AMTRAK station and for Solano County paratransit operations.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2016-17.

**BE IT FURTHER RESOLVED** that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

---

Norman Richardson, Chair  
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14<sup>th</sup> day of December 2016 by the following vote:

Ayes: \_\_\_\_\_  
 Nos: \_\_\_\_\_  
 Absent: \_\_\_\_\_  
 Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
 Johanna Masielat  
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14<sup>th</sup> day of December 2016.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: November 28, 2016  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Contract Amendments - Transit Corridor Studies Project Manager and Transit Finance Consultant Services

---

**Background:**

In the past and currently, Solano Transportation Authority (STA) contracts with consultants to provide transit support to transit operators as well as to provide Transit Financial Services for the STA. STA provided consultants to assist Solano County Transit (SolTrans) with transition tasks as part of their merger and STA funded and contracted with Nancy Whelan as SolTrans Interim Finance Director and Jim McElroy as SolTrans Interim Executive Director. Jim McElroy also provided transit consulting services for the Cities of Dixon and Rio Vista through a contract with STA. Nancy Whelan Consulting (NWC) provides Transit Financial Services for the Cities of Dixon and Rio Vista through an agreement with STA. NWC also provides Transit Financial Services and Project Management Services for the STA.

In June of 2014, Nancy Whelan became the General Manager of Marin Transit, and no longer provides consulting services. With this change in her employment status, Nancy Whelan Consulting, LLC transitioned to NWC Partners, Inc. This transition enabled Mary Pryor and Tina Konvalinka Spencer with NWC Partners, Inc. to continue working for the STA. On July 9, 2014, the STA Board approved a contract amendment to extend the Transit Financial Services contract to June 30, 2015, increase the contract budget by \$150,205, and allocate \$150,205 in State Transit Assistance Fund (STAF) for Transit Finance and Coordination Project Management Services.

On July 9, 2014, the STA Board approved a contract amendment for Jim McElroy, McElroy Transit, to amend the project management contract for the Cities of Dixon and Rio Vista to a contract for project management for the Transit Corridor Study, and to assist in the implementation of related programs, to allocate a not-to-exceed contract amount of \$42,500 in STAF funds, and to extend the contract through June 30, 2015. In June of 2015, the STA Board extended both contract terms through June 30, 2016.

**Discussion:**

In June of 2016, the contracts were extended through December 31, 2016, with no additional budget authorizations. Although the FY 2016-17 STA budget included funding for both consultants, work was continued utilizing the prior approved budget. At this time, staff is seeking approval of an amended contract including funding currently approved in the FY 2016-17 budget.

At this time, staff is seeking to extend these contracts for the remainder of the fiscal year, through June 30, 2017, to allow STA staff to complete an RFQ process that it is initiating, as approved by the STA Board on October 12, 2016.

**Discussion:**

McElroy Transit

McElroy Transit will be providing project management services and directly supervising consultants for the Transit Corridor Study Phase 2 and Short Range Transit Plans for Dixon, Fairfield and Suisun Transit (FAST), Rio Vista and SolTrans. The tasks also include attending and participating in meetings for the Transit Corridor Study Phase 2.

NWC Partners, Inc.

NWC Partners, Inc. has continued to work with the STA on the Transit Finance and Coordination Project Management Services contract. Some of the ongoing tasks that Mary Pryor of NWC Partners, Inc., has continued to support STA staff with include:

1. Financial Services Assistance for the City of Rio Vista
2. Support for the Intercity Taxi Scrip Program
3. The SolanoExpress Intercity Funding Agreement and Intercity Bus Replacement Plan

**Fiscal Impact:**

McElroy Transit

\$15,000 of STAF for Project Management Service for the Transit Corridor Studies and to assist in the implementation of related programs in FY 2016-17 through June 30, 2017. This funding is already in STA's approved budget for FY 2016-17.

NWC Partners, Inc.

\$30,000 in STAF and TDA funding for Transit Finance and Coordination Project Management Services in FY 2016-17 through June 30, 2017. This funding is already in STA's approved budget for FY 2016-17.

**Recommendation:**

Authorize the Executive Director to execute contract amendments for the following:

1. McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY 2016-17 through June 30, 2017, for an amount not-to-exceed \$15,000; and
2. NWC Partners, Inc. for Transit Finance Consultant Services in FY 2016-17 through June 30, 2017, for an amount not-to-exceed \$30,000.



DATE: November 28, 2016  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Contract Amendment for State Legislative Advocacy Services

---

**Background:**

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. The STA contracts with both a State and Federal lobbying firms to help secure State and Federal funding for STA's priority projects and to monitor legislation affecting transportation.

The STA's current state lobbyist is the firm of Shaw/Yoder/Antwih, Inc. (SYA) consists of Josh Shaw, Paul Yoder and Andrew Antwih, partners in the firm. Matt Robinson of SYA provides the STA day to day contact for legislative support. SYA also provides lobbying services for the County of Solano.

Historically, SYA's lobbying efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for State funding and helping STA secure passage of legislation important to transportation in Solano County, SYA serves as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission (CTC), Caltrans and the California State Transportation Agency (CalSTA). At the request of the STA Executive Committee, SYA communicates with the Executive Committee on a quarterly basis and provides periodic presentations to the STA Board, in addition to monthly written communications with the STA Board and weekly contact with staff.

**Discussion:**

The firm of Shaw/Yoder/Antwih, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. SYA's accomplishments during their most recent two-year agreement period have been summarized (Attachment A).

Staff has been satisfied with the services provided by Shaw/Yoder/Antwih, Inc. The current agreement expires December 31, 2016. Staff is confident that the STA will continue to be well-served by SYA. Staff recommends approval of a contract amendment for a two-year agreement for state legislative advocacy services as outlined in the Scope of Work (Attachment B) between the STA and Shaw/Yoder/Antwih, Inc. through December 31, 2018. Due to anticipated increased activity on the State level, staff recommends a contract amount of \$50,000 which is an 8% increase over the current contract, which has remained at the same level since 2008.

SolTrans has participated in the STA contract with SYA the past few years with an additional scope of work (and agreement to reimburse STA for these services) which increased the contract by \$20,000 annually. SolTrans is currently reviewing their state legislative advocacy needs. STA staff recommends authorization to amend the contract and execute a reimbursement agreement once SolTrans has finalized their scope of work.

**Fiscal Impact:**

The fiscal impact of this agreement for \$50,000 is incorporated in STA's Fiscal Year (FY) 2016-17 and FY 2017-18 budgets, with funding provided by agency member contributions.

**Recommendation:**

Authorize the Executive Director to:

1. Execute contract amendment #6 to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a two-year term in an amount not-to-exceed \$50,000 annually; and
2. Enter into an agreement with SolTrans to reimburse STA \$20,000 annually for state lobbying consultant services provided by Shaw/Yoder/Antwih, Inc.

Attachments:

- A. Shaw/Yoder/Antwih, Inc. Accomplishments 2015-2016
- B. 2017-2018 Scope of Work for State Legislative Advocacy Services

**Shaw / Yoder / Antwih, Inc. Accomplishments for Solano Transportation Authority  
2015-2016 Legislative Session**

- Over the course of the 2015-2016 legislative session, SYA **reviewed every introduced and amended bill for possible impact on STA, and referred significant bills to STA staff** for further review and possible action by the Board.
- SYA provided insight into and advocated for **STA-friendly amendments to SB 254 (Allen)**, a bill that originally dealt with the relinquishment of state highways. The bill failed to move as a highway relinquishment bill and was amended to deal with campaign finance.
- SYA continuously **represented STA's interests in legislative and Administration negotiations around the evolving transportation funding legislation**, currently contained in SBX1 1 (Beall) and ABX1 26 (Frazier).
- SYA successfully planned and participated in **two STA "Lobby Days" in Sacramento**, including facilitating preparation for and participation in meetings between STA board members and staff with key Administration officials, legislative delegation members, and with other key legislators and legislative staff.
- SYA worked with STA staff, CalSTA, and Caltrans to **successfully include the I-80/I-680/SR-12 interchange project as one of three projects selected by the state for \$124 million in Federal FASTLANE funding**.
- SYA worked with the **Governor's Office to help ensure the reappointment of Anthony J. Intintoli, Jr.** to the Bay Area's Water Emergency Transportation Authority for another term.
- SYA successfully **maintained regular communications with the members and staff in the STA legislative delegation**, focusing on the bills most affecting STA, the need to increase transportation funding, and, the evolving Highway 37 discussions.
- SYA assisted STA staff in **developing annual State Legislative Programs** for board adoption.
- SYA regularly **briefed the STA board's Executive Committee** via conference call meetings, and, **presented to the STA board** in person as requested, and provided regular **phone and email updates to STA staff** as needed, on the latest developments in Sacramento.
- At the request of the Executive Director, SYA **presented legislative updates at the Bay Area CMA directors' meetings and the SR 37 Policy Committee meetings**.
- SYA wrote and provided to STA staff and board **monthly activity reports and summaries of significant legislative and fiscal developments**, reflecting our work in that period, as well as providing updates on the legislative and funding issues highlighted above.

This page intentionally left blank.



## ATTACHMENT B

### State Legislative Advocacy Services 2017-2018 Scope of Work

January 1, 2017 through December 31, 2018

The scope of work is a general guide to the work the Solano Transportation Authority (STA) expects to be performed by the state lobbyist, and is not a complete listing of all services that may be required.

1. Research and monitor transportation legislation that directly or indirectly affects STA and provide guidance as appropriate.
2. Research funding categories to identify alternative funding opportunities in support of STA's projects, including the use of public-private partnerships.
3. Consistently inform STA about relevant activities in the State arena.
4. Advise STA of the political and financial feasibility of the legislative platform and develop appropriate strategies in consultation with STA staff.
5. Submit monthly written updates to STA staff concerning progress of pertinent legislation & budgetary items, including a description or analysis of any specific impacts to Solano County & STA of those proposals.
6. Travel to Solano County as needed, with a minimum of two visits per year to meet with staff and make brief presentations to the STA Board. Participate frequently via teleconference with staff and the STA Executive Committee.
7. Participate in crafting itineraries, facilitating and attending annual meetings with the delegation, key committee members and state agency staff in Sacramento and/or Solano legislative district offices. It is anticipated that STA Board and staff members will travel to Sacramento in February or March of each year to lobby the State delegation and state agency staff directly in support of STA's projects.
8. Prepare draft support/opposition letters, letters of request for assistance, all other materials needed to ensure the success of STA's goals and objectives.
9. Work closely with STA to develop a specific plan for face-to-face lobbying activities.
10. Represent STA in Sacramento in terms of communicating STA's legislative platform to the appropriate elected representatives, key Committee members, state agency staff and other entities as needed. It is anticipated that STA's 2017-2018 highest priorities might include, amongst others, legislation impacting Regional Measure 3, the Trade Corridors Improvement Program, toll facilities, sea-level rise, and, local transportation funding shares.
11. Establish and maintain effective and positive relationships with the Northern California legislative delegation, key Committee members and state agency staff to keep those offices focused regarding STA's agenda.
12. Assist STA in maintaining and enhancing relationships with key coalition partners, insofar as those relationships involve or affect state-level policy and funding decisions. Such partners would include, but not be limited to, the Metropolitan Transportation Commission and the California Association of Councils of Governments (CALCOG).

In addition to the foregoing, the parties agree that Solano County Transit ("SolTrans") is a third-party beneficiary to this Agreement and may request services from Consultant in accordance with the general tasks listed above or the specific tasks related to SolTrans as follows: *(this scope is from 2015-16 and will need to be updated)*

13. Establish a legislative program, priorities and strategies that support, protect and maximize SolTrans' ability to deliver and fund transportation services and programs.
14. Establish an outreach plan for Solano County elected officials in Sacramento to increase their awareness of the SolTrans organization and its legislative priorities
15. Monitor and inform staff of legislative efforts of peer agencies and those of the California Transit Association that may impact or benefit SolTrans.



DATE: November 28, 2016  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA Website Services

---

**Background:**

The STA manages and markets a variety of transportation related programs and services. Staff has accomplished this through the use of press relations, public events, mailings, publications, brochures, websites, social media, promotional campaigns, ads and more. The STA overall, capital projects, and specific programs/services are promoted, managed and implemented by staff and consultants. STA, SolanoExpress, Solano Napa Commuter Information (SNCI), Safe Routes to School (SR2S), and Mobility Management programs continue to rely on support from consultants.

**Discussion:**

STA's websites (STA, Solano Mobility, Solano Napa Commuter Information [SNCI], SolanoExpress and Safe Routes to School) serve as a primary communication tool between our agency and the constituents we serve. Each website serves a unique audience and most have customized tools to assist users (to locate programs, services, resources, school and transit routes, etc.) as well as provide a direct portal to communicate with agency and program staff.

Three of STA's websites (STA, SNCI, SR2S) are in need of upgrade. As was done with our newest sites for Mobility Management ([www.SolanoMobility.org](http://www.SolanoMobility.org)) and SolanoExpress ([www.solanoexpress.com](http://www.solanoexpress.com)), the new websites will also be designed as 'responsive,' which means they are mobile-friendly and automatically optimize for use on a personal computer, a tablet device, and a smart phone. Recent changes in SEO (search engine optimization) policy by Google make this change critical, as sites that are not mobile-friendly have experienced a dramatic decline in mobile rankings and are not as discoverable by the public.

The SNCI website ([www.commuterinfo.net](http://www.commuterinfo.net)) is currently in the process of being upgraded (per the STA Board's approval in 2015). The Solano Mobility website is serving as the 'host' site to the SolanoExpress website ([www.solanoexpress.com](http://www.solanoexpress.com)), and for the SNCI upgraded site as well.

At this time, staff is ready to begin the upgrade of the STA ([www.sta.ca.gov](http://www.sta.ca.gov)) and Safe Routes to School ([www.SolanoSR2S.ca.gov](http://www.SolanoSR2S.ca.gov)) websites. Both websites are several years old and in need of additional security protocols and responsive design, as well as a more "user-friendly" platform/content management system (CMS) that makes it easier and time efficient for staff to manage. Budget limits have been set at \$25,000 for STA and \$20,000 for SR2S. Staff recommends that a Request For Proposal (RFP) be issued to obtain website creation services for both of these websites.

**Fiscal Impact:**

A combination of program specific and STA revenues from STA, Safe Routes to School, SNCI, Mobility Management and SolanoExpress will fund the two websites: Admin indirect cost account, Congestion Mitigation & Air Quality Program (CMAQ), State Transit Assistance Fund (STAF) and Transportation Funds for Clean Air (TFCA). TFCA will fund the SNCI website upgrade.

**Recommendation:**

Authorize the Executive Director to:

1. Issue a Request For Proposal (RFP) for website services for STA and SR2S through June 30, 2017; and
2. Enter into an agreement with the selected firm(s) in an amount not-to-exceed \$45,000.



DATE: December 1, 2016  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: State Route (SR) 12/SR 113 Intersection Improvement Project Initial Study and Proposed Mitigated Negative Declaration

---

**Background:**

The Solano Transportation Authority (STA) has previously requested Caltrans submit the SR 12/SR 113 Intersection as a candidate for State Highway Operations Protection Program (SHOPP). Subsequently, the project was funded by the California Transportation Commission in the 2014 SHOPP at the request of Caltrans.

On Friday, November 18, 2016, STA received a hard copy of the State Route (SR) 12/SR 113 Intersection Improvement Project Initial Study and Proposed Mitigated Negative Declaration. This is a Caltrans safety project and aims to reduce the number of collisions at the SR 12 and SR 113 intersection. Caltrans, as the lead agency under the California Environmental Quality Act (CEQA), prepared this document to examine the potential environmental impact of the proposed project. A complete copy of the Initial Study and Proposed Mitigated Negative Declaration can be downloaded directly from Caltrans website at: [http://www.dot.ca.gov/d4/documents-environmental/12-113-intersection/draft-is-checklist\\_final\\_4g560.pdf](http://www.dot.ca.gov/d4/documents-environmental/12-113-intersection/draft-is-checklist_final_4g560.pdf).

Caltrans is considering two Build Alternatives: 1) Build Alternative 1 includes a single lane roundabout and 2) Build Alternative 2 includes a signalized intersection. The current intersection is a 4-legged intersection with a two-way stop sign to control traffic turning onto SR 12 from SR 113 and Birds Landing Road. A third Build Alternative was considered but eliminated due primarily to Right of Way acquisition and additional environmental impacts. This 3<sup>rd</sup> Build Alternative included a 2-lane Roundabout.

The project is funded by the 2014 State Highway Operation and Protection Program (SHOPP) and is estimated to cost \$6.5 million.

**Discussion:**

*Build Alternative 1: Single Lane Roundabout*

Attachment A includes the proposed roundabout layout. The Approach Legs (roadways leading up to the roundabout) consist of approximately 500' leading to the center of the intersection. Caltrans designed traffic calming curves between the travel lanes of the Approach Legs to slow down vehicles approaching the roundabout. The maximum entry speed on these curves would be 25 miles per hour. The central island includes two components: 1) a mounted island in the middle of the roundabout and 2) a truck apron circling the perimeter of the structure. The total diameter of the central island is 115'. Caltrans is considering a 4-6 foot gap within the traffic calming curves to allow for pedestrian crossings; however, the project doesn't not include crosswalks citing no recorded foot traffic at this location. Caltrans noted that there are large safety benefits of converting signalized and two-way-stop control intersections to roundabouts.

They noted that roundabouts significantly reduced fatal and injury crashes based on the National Cooperative Highway Research (NCHR) Report 572. In addition, Caltrans noted that the Highway Safety Manual indicates a location can experience an 82% reduction in fatal (or injury crashes) and a 44% reduction in overall crashes by converting a two-way stop control intersections to a roundabout. Attachment B is Caltrans Fact Sheet on Roundabouts.

*Build Alternative 2: Signalized Intersection*

Attachment C includes the proposed signalized intersection footprint and signalization features. This alternative proposes to construct a typical signalized intersection with 6 to 8 signal poles installed at the four corners of the intersection. It also includes warning beacons on the approach legs of SR 12 and SR 113. Currently, Birds Landing Road and SR 113 center lines are offset by about 40' and prevents making simultaneous left turns from both roads. Minor pavement delineation work may be required as part of this alternative. The signalized project would also require some electrical work and possible drainage restoration after construction is complete.

*STA Comment Letter Summary*

STA staff is supportive of Caltrans advancing improvements to the SR 12/SR 113 Intersection and requests the STA Board authorize staff to submit a letter of support. Comment letters are due to Caltrans on December 19<sup>th</sup>. A public open house is scheduled for December 7<sup>th</sup> at 6:00 p.m. at Rio Vista City Hall.

The STA TAC and SR 12 Steering Committee reviewed this item at their November 30, 2016 and December 1, 2016 meetings (respectively) and approved STA staff's recommendation.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize STA staff to forward letter of support with comments as specified in Attachment B to Caltrans regarding the Initial Study with Proposed Mitigated Negative Declaration for State Route 12/State Route 113 Intersection Improvement Project.

Attachments:

- A. Build Alternative 1: Footprint and Layout Sheet
- B. Roundabout Fact Sheet
- C. Build Alternative 2: Proposed Project Footprint and Signalization Features



Figure 4. Build Alternative 2: Proposed Project Footprint and Signalization Features

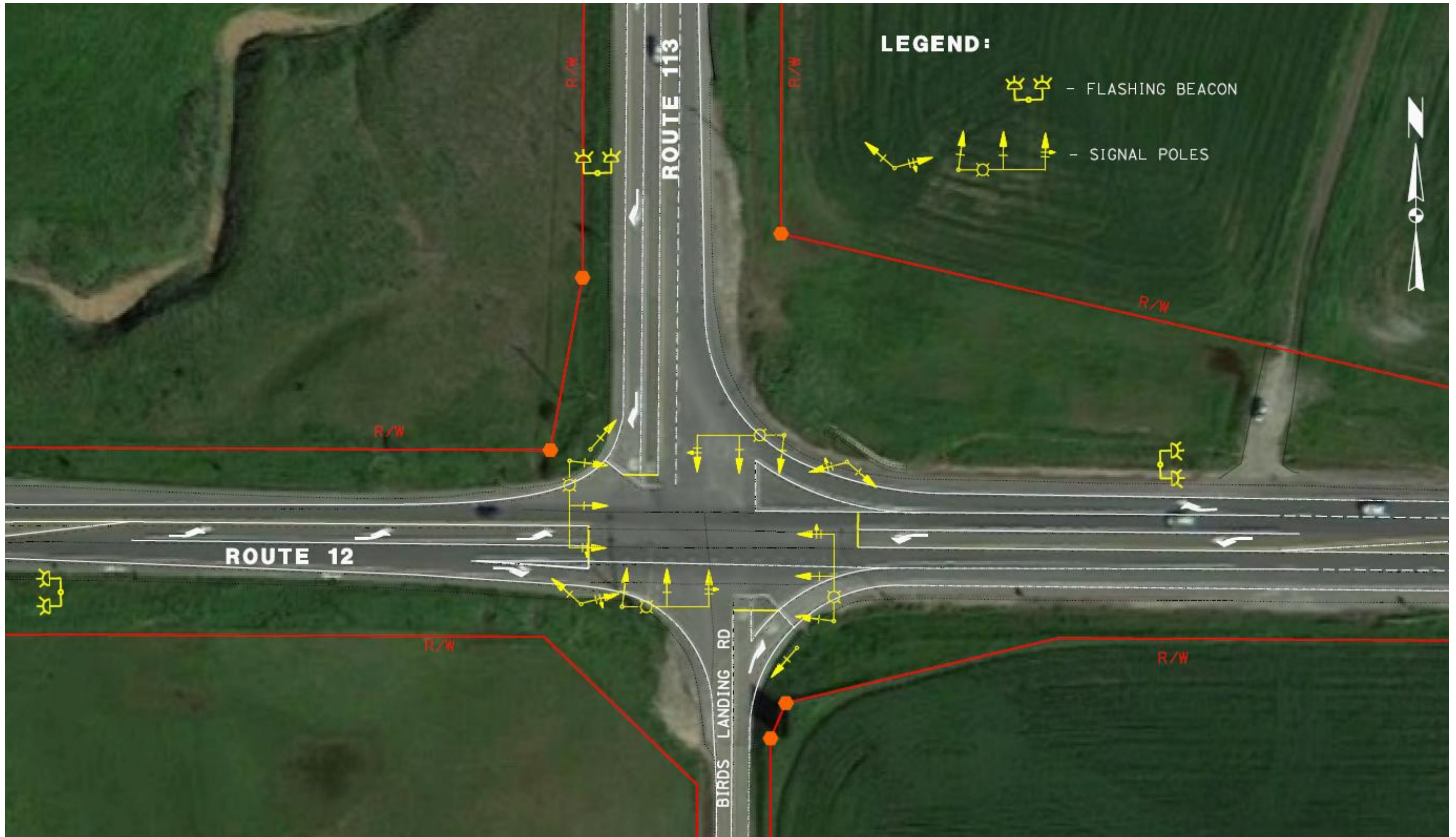




Figure 1. Build Alternative 1: Proposed Project Footprint with Roundabout Features

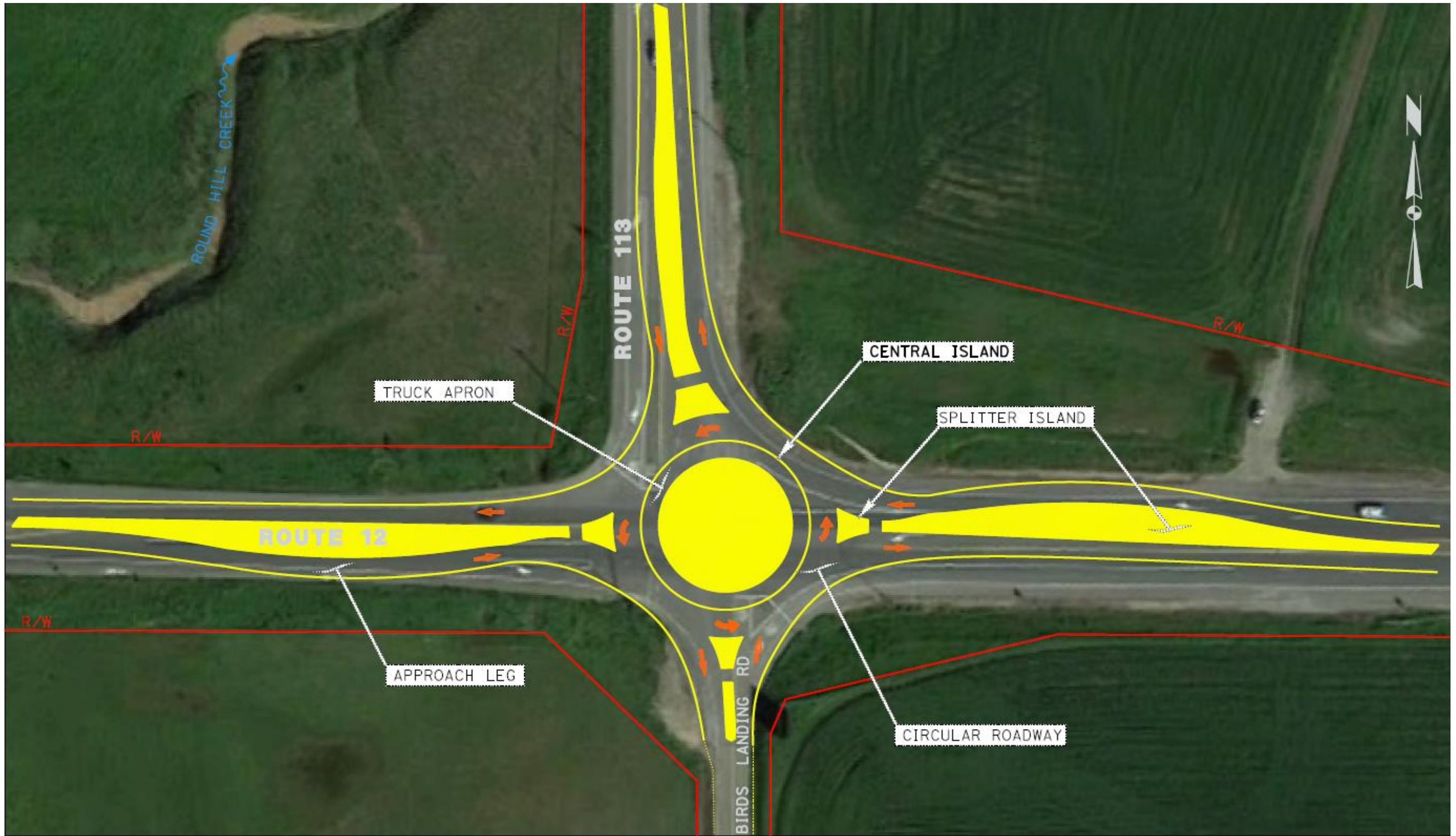
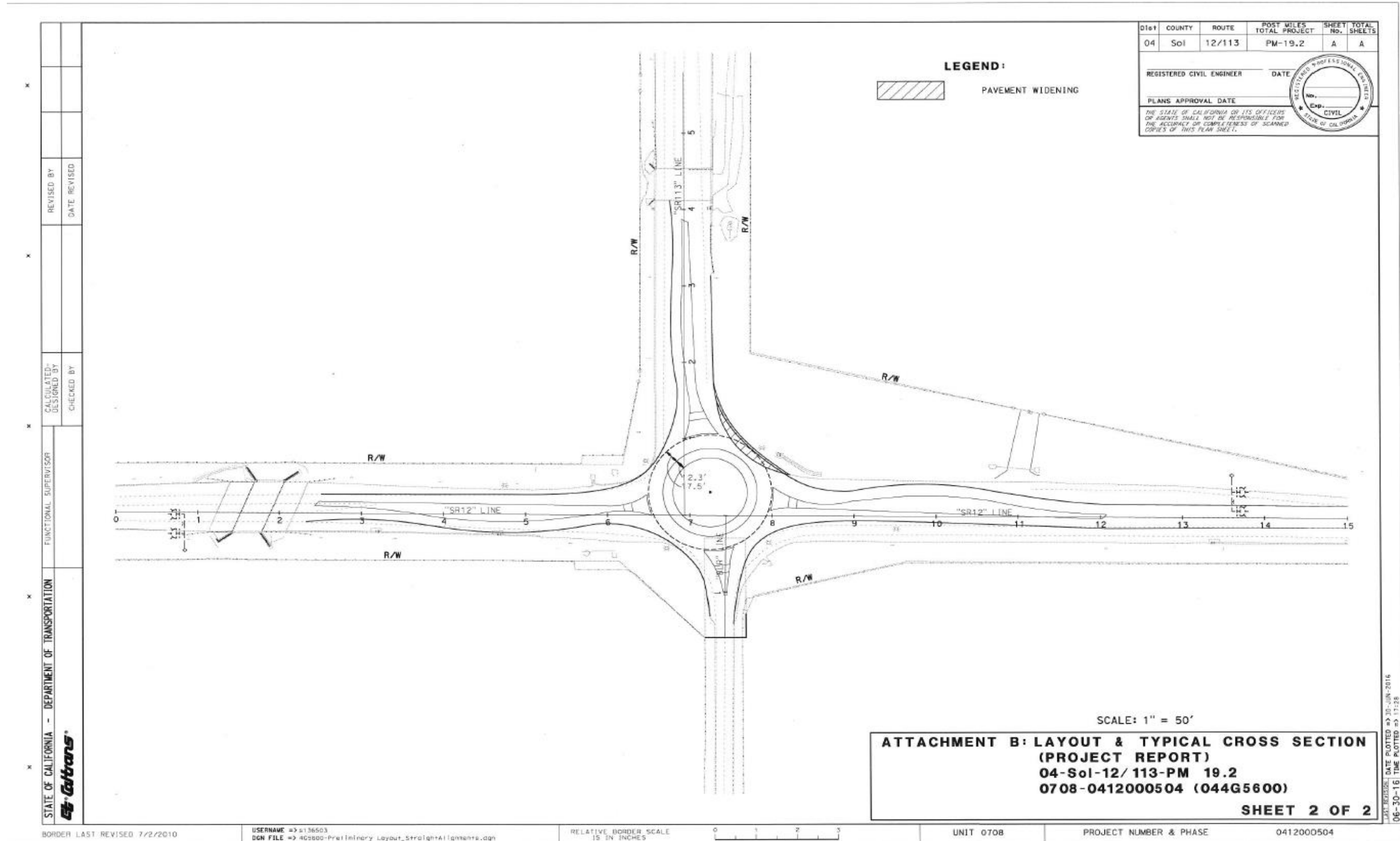




Figure 2. Build Alternative 1: Layout Sheet



This page intentionally left blank.



# FACT SHEET

# SR 12 / SR 113

INTERSECTION IMPROVEMENT PROJECT



The project proposes to enhance safety by either signalization or roundabout at the intersection of SR 12 and SR 113.

A preferred alternative will be identified at the end of the public circulation and comment period.

## THE NEED

Accident rate at the intersection warrants a study to provide intersection improvement. Traffic coming from SR 113 has to come to a complete stop at the limit line and then select a safe gap before entering SR 12. The project has identified alternatives that could potentially improve safety at this intersection.

## BENEFITS

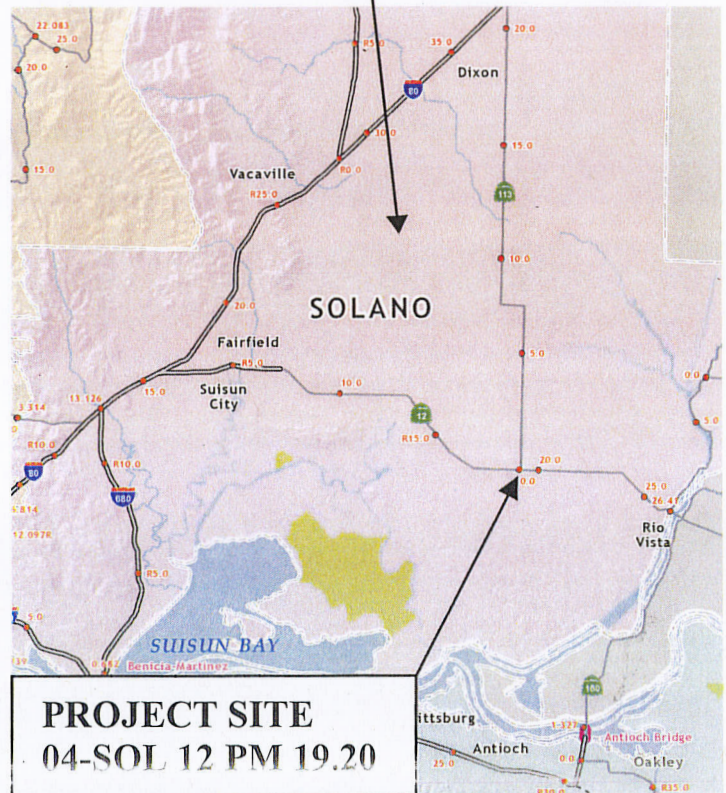
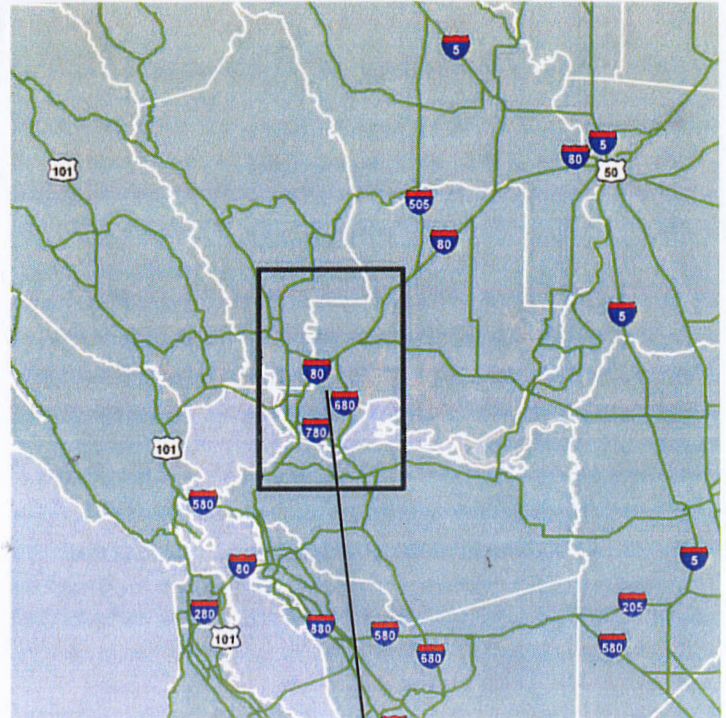
The project would reduce the number or severity of collisions to improve safety on State Route (SR) 12 at the intersection of Route 12 and Route 113.

## PROJECT STATUS

The project is currently in the Project Approval and Environmental Document (PAED) phase. The next phase of the project will be plans, specifications and estimates (PS&E), which is the design phase.

## PROJECT SCHEDULE (TENTATIVE)

Project Initiation Document (PID) Approval	06/2013
Environmental Document (PA&ED)	Winter 2017
Ready to List (RTL) End of Design	Summer 2018
Begin Construction	Fall 2018
End Construction	Fall 2019



This page intentionally left blank.





DATE: November 18, 2016  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Comprehensive Annual Financial Report (CAFR) for Fiscal Year (FY) 2015-16

---

**Background:**

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board (GASB) Statement Number 34 and 68, and the Office of Management and Budget (OMB) Circular A-133 (Audits of State, Local Government, and Non-Profit Organizations). For FY 2015-16 annual audit, STA has prepared its first Comprehensive Annual Financial Report (CAFR), a thorough and detailed presentation of STA's financial condition.

Vavrinek, Trine, Day (VTD) & Co, LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California, is the auditing firm retained by the STA to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Single Audit Reports. VTD has extensive experience in conducting governmental audits with concentration in transit program and activities in accordance with Government Auditing Standards Board (GASB), the provisions of the Single Audit Act Amendments of 1996, and the OMB Circular A-133.

**Discussion:**

In October 2016, VTD performed their seventh annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted in a thoroughly-prepared 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, 2016. With the unqualified opinion of the FY 2015-16 annual audit, STA now has eleven (11) fiscal years of no reportable deficiencies or material weakness that will adversely affect its primary missions.

For consistency and the issuance of STA's first CAFR, only the last two fiscal years statistical data and analysis are presented in the report. The financial report is presented in accordance with GASB 34 and OMB Circular A-133, and compliance to the GASB Statements No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27 and No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*, effective July 1, 2014.

The STA's FY 2015-16 CAFR will be submitted to the Government Finance Officers Association (GFOA) for its prestigious national award recognition and conformance with the highest standards for preparation of state and local government financial reports. Therefore, as required by GFOA, the STA's CAFR will be posted in the STA's website: [www.sta.ca.gov](http://www.sta.ca.gov).

**Fiscal Impact:**

None

**Recommendation:**

Approve the following:

1. Receive and file STA's Annual Audit for FY 2015-16; and
2. Submit the FY 2015-16 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, 2016. (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](http://www.sta.ca.gov).



DATE: November 29, 2016  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Solano Community College (SCC) Transportation Fee Agreement

---

**Background/Discussion:**

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

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

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

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

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

On Thursday, November 22, 2016, the three operators that are involved in the Solano Community College (SCC) Student Transportation Fee services met with the STA to discuss the implementation of the recently approved half-priced student fee. Based on input received from Nathaniel Atherstone of Fairfield and Suisun Transit (City of Fairfield), Michael Abegg of Solano County Transit (SolTrans), and Brian McLean of Vacaville City Coach, the group recommended an arrangement with Solano Community College where SCC keeps the student fee funding collected until students purchase passes. This recommended arrangement would function as follows:

1. Each of the three operators would distribute passes to the SCC bookstore as a sales site. SolTrans already has an agreement for this, and the other operators would obtain similar agreements.

2. SCC collects the Student Transportation Fee.
3. Students purchase transit passes at the SCC bookstore for half price.
4. The SCC bookstore bills the SCC (Transportation Fee Account) for the remaining half of the ticket price.

As a result of this arrangement, an agreement is not necessary between SCC, STA, and the operators and no transfer of money will occur. The lack of need for an agreement will make the January 2017 start date more feasible based on each, as each operator going through their own legal review process. The accounting of where the funding goes to the operators will be automated, as each pass that sells will go directly to a specific operator, thus no data collection or analysis is necessary. This arrangement limits the operator's risk in having more passengers than fares received. The potential downside to this arrangement is that the operators may not receive the full amount of funding that is collected through the student fee, as the student fee funding will be received on a per use basis. The amount of funding projected to be available based on the number of SCC students is projected at \$200,000. The amount of SCC students purchasing the ½ fare passes is an incentive. This may also provide some more administrative work for SCC's bookstore staff.

As this is recommended as a two-year pilot program, implementing the program based on the operator's recommended arrangement allows for data collection in order to measure success and determine the future of this program.

At both the November SolanoExpress Intercity Transit Consortium and STA TAC, the recommendation was unanimously approved to forward to the STA Board.

**Fiscal Impact:**

It is estimated that the SCC Student Transportation Fee could generate between \$161,000 and \$231,000 annually. The funding generated from the student fee would be paid to the bookstore to pay half of each ticket's cost, with the other half of the cost being covered by the student.

**Recommendation:**

Direct staff to evaluate and report on the SCC Student Transportation Fee program performance after the first year of the program.

Attachments:

- A. List of Characteristics for Proposal to SCC for a Trial Reduced Student Transit Fare Program



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

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

This page intentionally left blank.



DATE: November 29, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: Pavement Technical Assistance Program (P-TAP) Grant Authorization  
Development of 2017 Solano Pothole Report

---

**Background:**

The Metropolitan Transportation Commission (MTC) provides Pavement Management Technical Assistance Program, or P-TAP every two years. This program utilizes federal dollars to help cities and counties stretch their budgets by:

- Implementing, updating and maintaining pavement management databases
- Providing accurate pavement condition data to city councils, county supervisors or other local decision makers
- Providing engineering design assistance for pavement rehabilitation projects
- Supporting the region's management of non-pavement street and road assets such as signs, storm drains, curbs and gutters, traffic signals and street lights

**Discussion:**

The call for projects for the P-TAP grant was released in November. The opportunity came and went quickly, with the P-TAP grant application opening and closed during the month of November 2016. STA staff asked MTC if the development of the 2017 Solano Pothole Report was an eligible expense. MTC informed STA that the development of a countywide "Pothole Report" is an eligible expense for the P-TAP program. Moreover, MTC staff was supportive about the opportunity to fund the development of a countywide pothole report for Solano County, as STA is the first congestion management agency (CMA) in the Bay Area to compile a Countywide Pothole Report and MTC would like to encourage others to do the same.

STA is not eligible to apply for P-TAP funding directly, but can partner with Solano County to submit a joint application for funding. Solano County planned on applying for P-TAP funding this cycle with a project request of developing a database for its sign inventory. STA staff met with Solano County staff and it was agreed that a joint application would be submitted with Solano County requesting \$90,000 for sign inventory database and STA requesting \$10,000 for a Countywide Pothole Report. There is a 20% match requirement for P-TAP funding. The application was submitted on November 21, 2016. At their November 30<sup>th</sup> meeting, the STA TAC unanimously approved forwarding a recommendation to the STA Board for approval of this item.

**Fiscal Impact:**

STA would be responsible for a 20% match on the \$10,000 portion of the grant which would be a \$2,000 local match from Planning, Programming, and Monitoring (PPM) funds.

**Recommendations:**

Authorize the STA Executive Director to enter into an agreement with Solano County to develop the 2017 Countywide Pothole Report with funding provided by the P-TAP funds.

This page intentionally left blank.



DATE: December 7, 2016  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2017 Legislative Platform and Legislative Update

---

**Background:**

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

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

**Discussion:**

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

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

The TAC and Consortium has reviewed the draft and recommends the STA Board approve in December the distribution of the draft document for review and public comment. The Final Draft 2017 Legislative Platform will be placed on the January 2017 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their February 8, 2017 meeting.

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

The 2015-16 state legislative session adjourned at midnight November 30<sup>th</sup>. The 2017-18 Regular Session convened on Dec. 5<sup>th</sup> for Organizational Session at 12 noon.

The Governor's Special Session on transportation infrastructure funding ended for last legislative year. STA's state legislative advocates Josh Shaw and Matt Robinson of Shaw/Yoder/Antwih, Inc. (SYA) will provide a more detailed verbal report at the Board meeting.

On December 5, the Chairs of each House's transportation policy committees – Senator Jim Beall and Assembly Member Jim Frazier – announced the introduction of two new transportation funding proposals designed to repair and maintain our state highways and local roads, improve our trade corridors, and support public transit & active transportation. These proposals, which would each direct approximately \$6 billion a year to transportation infrastructure, are SB 1 (Beall) and AB 1 (Frazier) and include a combination of new revenues, additional investments of Cap and

Trade auction proceeds, accelerated loan repayments, streamlined project delivery, accountability measures, and constitutional protections.

More specifically, the legislation would: eliminate the BOE adjustment of the existing gasoline excise tax, increase it by 12 cents, and index it; increase the diesel excise tax by 20 cents and index it; increase the sales tax on diesel; increase vehicle registration fees by \$38; institute a new zero-emission vehicle fee; increase the share of cap and trade revenues by 15 percent; redirect half of the truck weight fees (\$500 million); and repay outstanding loans (\$700 million). Both bills also include a \$200 million set aside for aspiring counties. There are some slight differences between the proposals, including a three-year phase-in of the 12 cent gas tax increase (included in SB 1 and not AB 1), the level of the diesel sales tax rate (4% vs. 3.5% in AB 1), and the amount of the new zero-emission vehicle fee (\$100 in SB 1 vs. \$165). Attachments D and E are summaries of SB 1 and AB 1 respectively. Staff recommends submitting letters of support for both SB 1 and AB 1, as they are consistent with the STA Legislative Platform.

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

**Federal Legislative Update (Akin Gump):**

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

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

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to release the STA's Draft 2017 Legislative Platform for review and comment; and
2. Authorize the STA Chair to forward letters of support for SB 1 (Beall) and AB 1 (Frazier).

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2017 Legislative Platform with Tracked Changes (Redline)
- D. SB 1 (Beall) Summary
- E. AB 1 (Frazier) Summary



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

November 30, 2016

**TO:** Board of Directors, Solano Transportation Authority

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

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

---

***Legislative Update***

The November 8 General Election brought with it a number of legislative changes for Solano County. Assembly Member Bill Dodd (D-Napa) beat out former Assembly Member Mariko Yamada to replace termed-out Senator Lois Wolk. Cecilia Aguiar-Curry (D-Winters) will replace Senator-elect Dodd in the Assembly, and Tim Grayson (D-Concord) will take over for termed-out Assembly Member Susan Bonilla. The only legislative seat that didn't change hands for Solano County is Assembly Member Jim Frazier's, who will likely continue to serve as the Assembly Transportation Committee Chair.

The biggest news regarding the statewide legislative races is the two-thirds Democratic supermajority captured in both the Senate and the Assembly – the threshold needed to raise revenues or put constitutional amendments on the ballot. This could be good news for a transportation funding deal, which could happen in the early part of 2017. The Legislature reconvenes on December 5 to swear-in the new class, and they return on January 4 to begin the real work of the 2017-18 Legislative Session. We will work with STA staff to set up meetings for members of the STA Board with the aforementioned newly elected officials representing Solano County, after the new class settles into their roles.

***Local Sales Tax Measures***

On November 8, 14 counties across California asked voters to extend, add to, or for the first time, enact, a local sales tax to fund transportation. Six existing counties and eight new counties attempted to secure the two-thirds vote threshold required to approve sales taxes. The Bay Area fared so-so as Contra Costa's transportation sales tax failed, as did a general tax increase in San Francisco; on the other hand, Santa Clara County's sales tax measure and Measure RR (a bond measure to fund BART capital needs) both passed with over 70% of the vote (the latter was a three-county, weighted vote measure, in Contra Costa, Alameda, and San Francisco Counties). Additionally, the Alameda-Contra Costa Transit District was successful in extending its existing parcel tax to fund mass transit.

Elsewhere around the state, local sales tax measures in Los Angeles, Monterey, Santa Cruz, Merced, and Stanislaus passed, while measures in San Diego, Ventura, San Luis Obispo, Sacramento, Placer, and Humboldt failed.

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

### ***Special Session on Transportation Funding Ends***

On November 30, the Legislature officially adjourned the Special Session on Transportation and Infrastructure without passing a transportation funding package. Late last week, Governor Brown and legislative leadership announced that a deal could not be reached in the special session, but committed to tackling transportation funding in the next session, possibly early in 2017. The Governor has indicated a renewed interest in transportation funding, so we could see a revised funding plan with the release of his proposed 2017-18 state budget on January 10.

With a two-thirds supermajority, there will be a significant amount of pressure on Democrats in both houses to get something passed and not let the opportunity go to waste. On the other hand, several of the newly-elected Democrats are fairly moderate and/ or just came out of very close races, and some may not be comfortable voting on a multi-billion-dollar tax increase so early in their new careers. Additionally, many veteran Democrats have expressed a desire to focus on raising new revenues for housing, and, the question is still out there of whether and how to pass a measure clearly authorizing the state's Cap and Trade system – these factors could also mitigate against or affect somehow the pending legislation action on transportation funding.





## M E M O R A N D U M

November 30, 2016

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

Congress recessed in late September after passing a continuing resolution which funded the federal government at fiscal year 2016 levels through December 9. Congress returned on November 14 and plans to be in session until December 16 before concluding the 114<sup>th</sup> Congress. Before recessing, Congress must approve legislation that funds the federal government beyond December 9.

**Fiscal Year 2017 Appropriations**

Congress likely will pass another Continuing Resolution (CR) to fund the federal government into next year rather than pass a full year appropriations bill. President-elect Trump requested that Congress pass a CR so that the Republicans can develop funding legislation next year when Republicans control Congress and the White House. We understand that congressional leadership is considering extending funding through March or even May to provide Congress sufficient time to address other priorities, including the fiscal year 2018 budget, Obamacare repeal and confirmation of cabinet members. Senate Democrats have expressed opposition to postponing fiscal year 2017 funding decisions, but have not threatened to filibuster the CR and the President has not issued a veto threat.

Congress could include additional spending in the CR for defense and disaster assistance. Democrats serving on the House Transportation and Infrastructure Committee, including Ranking Member Pete DeFazio (D-OR), wrote to the Leadership of the House Appropriations Committee on November 28, requesting an increase in transportation formula funding to reflect the increased authorization under the FAST Act, approximately \$2.4 billion over fiscal year 2016 spending. The House Members expressed concern that continuing funding at the current level would prevent states from budgeting for any additional spending during the spring construction season.

Solano Transportation Authority  
November 30, 2016  
Page 2

### **Trump Administration**

President-elect Trump has said that he will nominate Elaine Chao to be the next Secretary of Transportation. Chao, the wife of Senate Majority Leader Mitch McConnell, served as Secretary of Labor for President George W. Bush from 2001-2009, and as Deputy Secretary of Transportation under President George H. W. Bush. Earlier in her career, she served as deputy administrator of the Maritime Administration, and later as chairwoman of the Federal Maritime Commission. In addition to her extensive experience in the federal government, she has a personal connection to transportation due to her family's ownership of a shipping company.

A couple of the issues that Chao might address during her service as DOT Secretary include infrastructure investment and environmental streamlining. Donald Trump has promised to make a significant investment in U.S. infrastructure by providing \$137 million in tax incentives to spur \$1 trillion of private investment in infrastructure. While Trump's proposal has generated some bipartisan support, Democrats in the House and Senate have been resistant to focusing solely on private investment since only projects with a revenue stream are candidates for private investment. Trump's supporters and some republicans are discussing the potential for using revenues from repatriated overseas earning, which would be realized through tax reform.

The Trump Administration is also likely to pursue streamlining project approvals for a wide-range of infrastructure projects, including highways, bridges, rail and pipelines. As a candidate, Trump also spoke in favor of promoting incentive-based contracting to increase efficiencies and reduce wasteful spending.

### **Final Rule – State Asset Management**

On October 24, the Federal Highway Administration (FHWA) issued a final rule requiring states to prepare an asset management plan that identifies "a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life cycle of the assets at minimum practicable cost" as part of the National Highway Performance Program (NHPP).

Additionally, the rule establishes minimum standards for states to use in developing and operating bridge and pavement management systems and mandates periodic evaluations to determine if reasonable alternatives exist to roads, highways, or bridges that repeatedly require repair and reconstruction activities due to emergency events.

Most provisions of the rule will become effective on October 2, 2017. Part 667 (Facilities Repeatedly Requiring Repair and Reconstruction) becomes effective on November 23, 2016.

Solano Transportation Authority  
November 30, 2016  
Page 3

However, the rule recognizes that state DOTs may require a substantial amount of time to develop the full data-gathering capability needed to develop complete asset management plans and calls for state DOTs to develop a complete plan meeting all requirements by June 30, 2019. Following that deadline, the US-DOT would then conduct an annual review and determine whether the states have compliant asset plans.

### **Fiscal Year 2017 Nationally Significant Freight and Highway Projects (FASTLANE Grants)**

DOT published a notice in the *Federal Register* on November 3 seeking applications for \$850 million in fiscal year 2017 FASTLANE grants by December 15, 2016. The Notice encouraged applicants to resubmit applications that were not funding in fiscal year 2017 and provide errata sheets making any changes. DOT did not change its criteria for funding. DOT received 212 applications for fiscal year 2016 funding and awarded 18 grants totaling \$759 million. California received one grant -- \$49.2 million for SR-11 and its southbound connectors.

### **National Electric Vehicle Charging Corridors**

On November 3, FHWA designated 55 Interstate Highways to serve as a national network of “alternative fuel” corridors. The designation includes [48 of 55 routes electric vehicle charging corridors, totaling almost 25,000 miles of electric vehicle routes in 35 states](#). The designation is intended to make it easier for drivers to identify and locate charging stations by authorizing states to use signs developed by FHWA that identify charging stations for electric vehicles and other alternative fuel vehicles along the highways, including the location of EV, hydrogen, propane and natural gas fueling infrastructure. The signage is similar to existing signage that alerts drivers to gas stations, food, and lodging. The plan would be for there to be charging stations within every 50 miles. A number of [interstates and highways](#) in California have been designated as alternative fuel corridors, including portions of I-5, I-15, I-80, SR-90 and SR-99. Under Section 1413 of the FAST Act, FHWA must update and re-designate the vehicle charging corridors every five years.

This page intentionally left blank.



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

Adopted by STA Board 1/13/16



## PROJECTS AND FUNDING PRIORITIES

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

---

### Roadway/Highway:

#### I-80 Corridor Freight Mobility Improvements

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

#### Access to Federal Facility (Travis Air Force Base)

- Jepson Parkway

---

### Transit Centers:

#### Tier 1:

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

#### Tier 2:

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

## Federal Funding

### 1. Roadway/Highway

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

## 2. Transit Centers

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

## 3. Programs

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

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

## State Funding

### 1. Active Transportation

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

---

### 2. Cap and Trade

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

---

### 3. Freight/Goods Movement

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

---

### 4. ITIP

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

---

### 5. RTIP

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

---

### 6. SHOPP

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





## LEGISLATIVE OBJECTIVES

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

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

## LEGISLATIVE PLATFORM

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

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

### II. Climate Change/Air Quality

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

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

### III. Employee Relations

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

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

#### IV. Environmental

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

#### V. Water Transport

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

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

## VI. Funding

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

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

## **VII. Project Delivery**

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



## **VIII. Rail**

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

## **IX. Safety**

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

## **X. Transit**

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

## **XI. Movement of Goods**

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

## **Transportation Infrastructure and Economic Investment Act** ***A \$6 billion/yr. package to improve our roads and transportation infrastructure***

### **Need for the bill**

California's transportation revenues have not kept up with the need; California's gas tax hasn't been raised since 1994. As a result, California's freeway system faces a \$59 billion maintenance shortfall over the next 10 years, while local governments face a \$78 billion shortfall for local roads, highways and bridges.

### **Where will the money come from?**

Revenues Adjustments and Enhancements: \$5 billion annually from a phased-in 12 cent gas tax increase, restoration of the price-based gas excise tax rate to 2010 levels, increase the diesel excise tax by 20 cents and diesel sales tax by 4%, increase the vehicle registration fee by \$38, and require zero-emission vehicles to pay an annual \$100 fee for road maintenance and repair.

Reallocate existing truck weight fees: \$500 million annually phased-in over five years that will go towards road maintenance and repair rather than to pay down transportation bond debt service.

Increase the Cap and Trade allocation for transit by increasing the share of C&T revenues to the Low Carbon Transit Operations Program and the Transit and Intercity Rail Capital Program

Caltrans Efficiency improvements: Estimated \$70 Million annually

Accelerate General Fund Loan Repayments: \$706 million in one-time revenue repaid to transportation programs from the General Fund

### **How will the money be spent?**

50/50 funding split between state and local agencies for road and bridge maintenance and repair

Transit improvements, including passenger rail and bus lines.

Trade corridor improvements to facilitate goods movement from our ports and border

### **Additional transportation improvements:**

Transportation program reforms to ensure accountability and effectiveness

CEQA streamlining and funding for an advanced mitigation program for transportation projects

### **Economic benefits**

A 10-year, \$6 billion annual investment into repairing and upgrading California's transportation infrastructure would generate an estimated **\$111.9 billion** in economic activity including 570,000 jobs – nearly 200,000 of which would be in construction occupations earning prevailing wages, \$38.7 Billion in personal income and \$4.5 Billion in additional local and state tax revenues.

[Senate Bill \(SB\) 1 \(Beall\) Text](#)

## AB 1 (Frazier) Transportation Funding Package

- A \$6 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.
- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Includes reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes.\*
- Helps local governments raise revenue at home to meet the needs of their communities.\*

### **New Annual Funding**

- **State** -- \$1.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.4 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$577 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$563 million annually for transit capital projects and operations.
- **Freight** -- \$600 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional Amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.\*

### **Reforms and Accountability**

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

### **Streamlining Project Delivery**

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

### **New Annual Funding Sources**

- Gasoline Excise Tax -- \$1.8 billion (12 cents per gallon increase)
- End the BOE “true up” -- \$1.1 billion
- Diesel Excise Tax -- \$600 million (20 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$21 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$500 million (return to transportation over five years)
- Diesel Sales Tax -- \$263 million (increase increment to 5.25%)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$185 million

### **Keeping Promises and Protecting Revenues**

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of half of the truck weight fees to transportation projects over five years. (\$500 million)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

*\*These provisions will be in companion bills.*

*\*Revenue estimates using 2016 LAO funding projections and \$500 million weight fee return in 2021*



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

---

**Background:**

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

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

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

**Discussion:**

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

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

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

### **“Need for late night bus to Vallejo”**

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

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

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

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

At their November 29, 2016, meeting, the SolanoExpress Intercity Transit Consortium requested to amend the recommendation to include reviewing the route service performance provided by no later than June 2017. At their November 30, 2016, meeting, the STA TAC concurred. At the November SolanoExpress Intercity Transit Consortium and STA TAC meetings the recommendation, as shown below, was unanimously approved to forward to the STA Board.

### **Fiscal Impact:**

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

### **Recommendation:**

Authorize the Executive Director to forward letter to Solano County Transit (SolTrans) requesting the following:

1. SolTrans replace the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service by extending the late evening SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo; and
2. Direct STA staff to review the revised route service performance by no later than June 2017 and provide a report back to the Consortium and STA Board.

Attachments:

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



MEMORANDUM

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

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

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

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

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

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

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

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

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

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

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

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



**Existing Ferry/Route 200 Service**

Departures from Vallejo, Existing

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

**2017 Revised 3-Boat Service**

Departures from Vallejo, Proposed

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

**Existing Ferry/Route 200 Service**

Departures from San Francisco, Existing

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

**2017 Revised 3-Boat Service**

Departures from San Francisco, Proposed

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

	New Ferry Trip
<del>7:35 AM</del>	Deleted Trip

This page intentionally left blank.



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

---

**Background:**

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

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

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

**Discussion:**

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

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

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

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

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

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

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

At both the November SolanoExpress Intercity Transit Consortium and STA TAC meetings, the SRTP’s were unanimously approved to forward to the STA Board.

**Fiscal Impact:**

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

**Recommendation:**

Approve the STA Resolution No. 2016-05 of the Solano Transportation Authority Board of Directors adopting the FY 2015-16 through FY 2024-25 Solano County Coordinated Short Range Transit Plan as shown in Attachment A.

Attachments:

- A. STA Resolution No. 2016-05
- B. Click here for immediate review and/or printing:  
[Final Solano County Coordinated Short Range Transit Plan](#)

This page intentionally left blank.

**RESOLUTION NO. 2016-05**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS ADOPTING THE FY 2015-16 – FY 2024-25  
SOLANO COUNTY COORDINATED SHORT RANGE TRANSIT PLAN**

**WHEREAS**, the Metropolitan Transportation Commission in cooperation with the Federal Transit Administration Region IX office requires that public transit operators in the MTC region prepare and regularly update a Short Range Transit Plan (SRTP); and

**WHEREAS**, as a part of MTC’s Transit Sustainability Project, MTC adopted a policy to conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion level to promote interagency service and capital planning; and

**WHEREAS**, at MTC’s request, the Solano Transportation Authority (STA) and the transit operators in the County began developing the updated Solano County Coordinated Short Range Transit Plan in April 2015; and

**WHEREAS**, an independent consultant was engaged to assist in preparing the Solano County Coordinated Short Range Transit Plan in collaboration with STA and the transit operators in the County; and

**WHEREAS**, the Solano County Coordinated Short Range Transit Plan includes a Background and Summary section and the adopted SRTP’s for each transit operator that addresses specific MTC requirements, as described in the MTC-STA agreement.; and

**WHEREAS**, the Solano County Coordinated Short Range Transit Plan addresses all MTC SRTP requirements.

**NOW, THEREFORE, BE IT RESOLVED** that the Governing Board of the Solano Transportation Authority hereby adopts the FY 2015-16 – FY 2024-25 Solano County Coordinated Short Range Transit Plan.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day December 2016, by the following vote:

---

Norman Richardson, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14<sup>th</sup> day of December 2016  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masielat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 14, 2016.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority





DATE: December 1, 2016  
TO: STA Board  
FROM: Bernadette Curry, STA Legal Counsel  
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –  
Appointment of STA Ex-Officio Board Member

---

**Background:**

In November, 2010, the Cities of Benicia and Vallejo, and the STA joined together to establish a Joint Powers Agreement creating Solano County Transit (“SolTrans”) in order to consolidate the transit services of Benicia and Vallejo. SolTrans governing board is comprised of five voting directors, two voting directors from both Benicia and Vallejo, the Solano County representative to the Metropolitan Transportation Commission, and one ex-officio, non-voting director appointed by the STA. Each director serves a term of two years and may serve any number of terms consistent with the appointment process of the director’s appointing governing body.

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December of 2010. City of Suisun City Mayor Pete Sanchez was originally appointed in January of 2013 to serve until the end of December, 2014 and was reappointed to serve through December 2016.

**Discussion:**

The current term of STA’s appointment is scheduled to expire on December 31, 2016. Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans which operates three SolanoExpress routes and the regional transit facility at Curtola in Vallejo. Mayor Sanchez has indicated that he is interested in continuing to serve as STA representative on the SolTrans Board as the Ex-Officio member.

**Fiscal Impact:**

No fiscal impact.

**Recommendation:**

Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2018.

This page intentionally left blank.



DATE: November 28, 2016  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Appointment of Alternate Member to Capitol Corridor Joint Powers Authority (CCJPA)

---

**Background:**

The Capitol Corridor Joint Powers Authority (CCJPA) is the authority that provides policy direction for the management and operation of the Capitol Corridor passenger train service. The 16-member CCJPA Board is made up of two elected officials from each of the participating counties. Solano County's representatives are currently Jim Spering (Solano County) and Jack Batchelor (Dixon), with the alternate being Harry Price (Fairfield).

With Mayor Batchelor's departure from the STA Board and Dixon mayorship, an adjustment in the Solano representation to the CCJPA is in order.

**Discussion:**

Supervisor Spering continues to serve on the CCJPA Board. Mayor Price has served as the alternate from Solano County to the CCJPA Board. An appointment to fill the second CCJPA Board for Solano is needed. If Mayor Price is selected then his alternate position would need to be filled.

The STA Board would then be in a position to appoint a new alternate to the CCJPA Board. There are no formal qualifications for the position other than being an elected official from a county served by the Capitol Corridor.

The CCJPA Business Plan and meeting schedule for 2017 is attached for the Board's information.

**Recommendation:**

Approve the following:

1. Appoint a STA Board Member to represent Solano County on the CCJPA Board; and
  - A. Appoint an Alternate Member to represent Solano County on the CCJPA Board.

AttachmentS:

- A. [CCJPA Business Plan Update FY 2016-17 – FY 2017-18 \(April 2016\)](#)
- B. 2017 CCJPA Meeting Schedule



**2017 Meeting Schedule  
CCJPA Board of Directors**

Date	Time	Location
February 15, 2017	10:00 am	Suisun City, City Council Chambers * Business Plan Adoption
April 19, 2017	10:00 am	Suisun City, City Council Chambers
June 21, 2017	10:00 am	Oakland, BART Boardroom
September 20, 2017	10:00 am	Suisun City, City Council Chambers
November 15, 2017	10:00 am	Suisun City, City Council Chambers

\* Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

<p><b>ADOPTED: <u>November 16, 2016</u></b> <b>CCJPA BOARD OF DIRECTORS</b></p>
-------------------------------------------------------------------------------------



DATE: November 29, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: One Bay Area Grant (OBAG) Cycle 2 – List of Projects Submitted

---

**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). Every 4-5 years the federal government provides metropolitan planning organizations (MPOs), such as MTC, with federal cycle funds to disperse to CMAs, such as the STA. The previous federal cycle funds were referred to as One Bay Area Grant (OBAG) Cycle 1 funds, the new federal cycle funds are to be referred to as OBAG Cycle 2 funds.

One of the MTC OBAG 2 funding requirements is that the CMAs issue a unified Call for Projects. Due to the significantly reduced State Transportation Improvement Program (STIP) which provides funding for programming and project delivery and MTC's action to eliminate regional funds for ridesharing and Safe Routes to Schools, and based on the STA Board's direction to sustain these STA led efforts, \$6.86 million in Surface Transportation Program (STP) and \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) is recommended to sustain these efforts over the five years of OBAG 2.

After allocations programmed to sustain STA programs, a remainder of \$5,897,027 in STP funds is available for disbursement local jurisdictions on a formula basis. A total of \$4,606,003 in CMAQ funds is available for the open Call for Projects. The Call for Projects was issued on September 15<sup>th</sup> and applications were due on November 18<sup>th</sup>.

**Discussion:**

Solano jurisdictions submitted 13 applications requesting a total of \$17.37M in CMAQ funding during the Call for Projects, see Attachment A. With \$4,606,003 available in CMAQ funding, the Call for Projects is oversubscribed at nearly a 4 to 1 ratio. The project types submitted included improvements for pedestrians, bicyclists, transit, and mobility assistance. Several project sponsors are proposing to commit a portion of their STP funds to their proposed CMAQ projects, attempting to leverage funds to make their project more competitive.

Projects will be scored by STA staff utilizing previously adopted OBAG 2 scoring criteria, with special emphasis placed on MTC's requirement for North Bay Counties to spend 50% of all OBAG cycle 2 funds within designated priority development areas (PDAs). STA staff will present preliminary projects scores at the next STA Board meeting on January 11<sup>th</sup> and plan to recommend a list of projects at the February STA Board meeting.

**Fiscal Impact:**

Call for Projects will result in programming of \$4,606,003 in CMAQ funds.

**Recommendation:**

Informational.

Attachment:

- A. List of Projects Submitted for STA's OBAG Cycle 2 CMAQ Call for Projects.

**STA OBAG Cycle 2 Project Submittals**

<b>Project Sponsor</b>	<b>Project Name</b>	<b>Project Type</b>	<b>Total Project Cost</b>	<b>CMAQ Request</b>	<b>STP Contribution</b>	<b>Local Contribution % (Includes STP)</b>	<b>Phasable/ Scalable?</b>
Benicia	Park Rd	Bike Lanes	\$ 5,200,000	\$ 2,300,000	\$ 402,000	56%	Yes
Dixon*	Vaca-Dixon Phase 6	Bike Lanes	\$ 845,510	\$ 748,530	\$ -	11%	No
Fairfield	Grange Middle	Safe Routes to School	\$ 1,200,000	\$ 1,062,360	\$ -	11%	Yes
Fairfield	West Texas Gateway	Bike, Ped, Transit	\$ 2,950,000	\$ 1,950,000	\$ 500,000	34%	Yes
Rio Vista*	Airport Rd	Bike Lanes	\$ 882,370	\$ 761,000	\$ 81,370	14%	No
Rio Vista*	St. Francis Way	Bike Lanes	\$ 371,370	\$ 250,000	\$ 81,370	33%	No
Rio Vista*	Front St	Ped Improvements	\$ 316,370	\$ 195,000	\$ 81,370	38%	No
Solano County	Fairgrounds Dr	Bike, Ped, Transit	\$ 2,999,296	\$ 500,000	\$ -	83%	No
STA	Vehicle Share Program	Rideshare	\$ 282,390	\$ 250,000	\$ -	11%	No
STA	Mobility Call Center	Rideshare	\$ 1,500,000	\$ 500,000	\$ -	67%	Yes
Suisun City	Lotz Way	Bike and Ped	\$ 850,000	\$ 752,500	\$ -	11%	No
Vacaville	VacaValley Pkwy	Bike, Ped, Traffic Operations	\$ 12,400,000	\$ 4,500,000	\$ 750,000	64%	Yes
Vallejo	Sonoma Blvd	Road Diet, Bike Lanes, Ped Improvements	\$ 4,015,000	\$ 3,604,129	\$ -	10%	Yes
<b>Total</b>			<b>\$ 33,812,306</b>	<b>\$ 17,373,519</b>	<b>\$ 1,733,370</b>		

<b>CMAQ Available</b>	<b>\$ 4,606,003</b>
<b>Percentage of Funding Request Able to Fund</b>	<b>27%</b>

**\*OBAG Cycle 2 funding for Rio Vista and Dixon to be swapped with local funds**

This page intentionally left blank.





DATE: November 28, 2016  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Plan Bay Area Preferred Land Use Scenario

---

**Background:**

The Metropolitan Transportation Commission (MTC) is responsible for preparing the Bay Area's Regional Transportation Plan (RTP). This document is known as Plan Bay Area, and was adopted in 2013. The RTP assigns funds for various purposes including some that are programmed by the Congestion Management Agencies (CMAs) such the STA. Some funds are provided to the CMAs for local allocation – these are the funds in the OneBayArea Grant Cycle 2 (OBAG 2) program.

Most of the RTP funds are programmed directly by MTC. The funding decisions are designed to support a specific transportation network that supports an expected land use development pattern. The transportation and land use must support the requirements of Senate Bill (SB) 375 to reduce the emissions of greenhouse gases while still producing adequate housing at all income levels. To do this, MTC projects growth of both employment and housing for each Bay Area community. These projections are based not only upon past development, but also upon MTC's assessment of where new growth is feasible and likely to meet the SB 375 requirements.

Earlier this year, MTC released three draft land use scenarios for public comment. The scenarios were:

- Main Streets – development was expected to occur throughout the bay area.
- Connected Neighborhoods – development was expected to be more focused within the priority development areas and downtowns.
- Big Cities - development was expected to occur in the three biggest cities and their immediately adjacent suburbs.

Based on public and agency input on the three scenarios and the results of modeling, MTC released the Draft Preferred Scenario in September of this year. Although the preferred scenario takes components from all three circulated for public comment, it most closely resembles the Connected Neighborhoods Scenario.

STA and other agencies and advocacy groups provided comments to MTC on the Draft Preferred Scenario. The STA letter is provided as Attachment A. Based upon this feedback, MTC modified the Draft Preferred Scenario. A significant portion of the discussion on the Draft Preferred Scenario has been on the issue of housing production, affordability, and the displacement of existing low income residents from their current places of residence. This issue appears to be more acute in the major Bay Area cities experiencing major employment booms

(such as San Francisco and San Jose). MTC's assessment of the Draft Preferred Scenario shows three of the plan's 13 performance targets as all moving in the wrong direction. These three performance targets are combined cost of housing and transportation as a percentage of household income; the risk of displacement of existing low-income residents; and ease of access to employment.

At a joint meeting of MTC and the Association of Bay Area Governments (ABAG) on November 17, 2016, the two agencies considered adoption of the Preferred Scenario and parallel proposals for additional assessment of how to address regional housing production, affordability and displacement issues.

**Discussion:**

The staff report for the joint MTC/ABAG meeting on adoption of the Preferred Scenario is provided as Attachment B. The revisions include lower revenue forecasts based upon the November 2016 elections, which do not impact Solano County, and the shifting of some projected housing and employment growth out of the 'Bayside' communities and into the Big 3 (San Jose, San Francisco and Oakland) and the Delta/Inland communities such as Solano County. The overall number of projected employment and housing growth did not change; only the allocated location of this growth was adjusted.

Of greatest significance to STA is the decision by MTC to include the extension of the I-80 Express Lanes from Airbase Parkway in Fairfield to I-505 in Vacaville in the transportation investment strategy for the Preferred Scenario. This is one of projects with the greatest potential to improve overall roadway congestion and the reliability of transit times in all of Solano County.

The Committee also directed MTC and ABAG staff to develop an action plan to address the housing production, affordability and displacement issues discussed above. The action plan is to be ready by the summer of 2017, about the time the new RTP is to be adopted. The written text of the work to be performed by the regional agency staffs has not yet been provided to STA.

**Fiscal Impact:**

The proposed land use changes will have no fiscal impact. If the express lane extension is not included in the RTP, it will be unfunded - there is no other identified or proposed fund source.

**Recommendation:**

Authorize the Executive Director to transmit a letter to MTC asking for modifications to the Preferred Scenario for the update of Plan Bay Area.

Attachment:

- A. STA Letter to MTC on the Draft Preferred Scenario for Plan Bay Area.
- B. MTC staff report and assessment on the recommended Preferred Scenario for Plan Bay Area.



October 14, 2016

*Via Electronic Mail  
Page 1 of 2*

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

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

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

Dear Mr. Heminger and Mr. Paul:

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

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

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

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

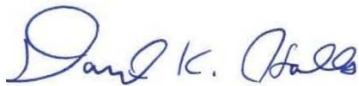
Our second comment is related to details of projected growth. Specifically, the housing development projected for unincorporated Solano County shows an additional 7,800 dwelling units in the timeframe from 2010 to 2040. During the same time period, the City of Fairfield is projected to grow by only 4,500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

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

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

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

Sincerely,



Daryl Halls  
STA Executive Director

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



TO: MTC Commission and the  
ABAG Executive Board

DATE: November 16, 2016

FR: ABAG Deputy Executive Director and  
MTC Executive Director

RE: Plan Bay Area 2040 Final Preferred Scenario Transportation Project List Update

### **Background**

At the November 4 meeting of the Joint MTC Planning Committee and ABAG Administrative Committee, staff provided a general overview of the transportation measures on the November 8 ballot. Based on the election results and in close coordination with the San Francisco County Transportation Authority, the Contra Costa Transportation Authority, and BART, staff has adjusted the Plan Bay Area 2040 revenue and project list accordingly.

### **Summary of Changes**

As noted in the memo sent last week, the new revenue total for the Plan 2040 is \$303 billion, down from the earlier estimate of \$310 billion. The revisions include the following:

- Reduction in revenue of \$3.3 billion with the removal of the Contra Costa sales tax measure;
- Reduction in revenue of \$3.9 billion with the removal of the charter amendment for the City and County of San Francisco; and
- Increase in revenue of \$350 million with the inclusion of the City of Oakland's infrastructure bond.

The Contra Costa and San Francisco measures were largely programmatic, meaning the funds were assigned to project categories – such as streets and road rehabilitation and minor transit improvements – in the previous transportation investment strategy list. After removing revenues from these two sources, the City and County of San Francisco County retained all of their projects but with reduced scopes and lower project costs. Contra Costa County reduced the scope of several projects and removed projects that had previously been on their “vision” list. The projects that were removed include modifications to the ramps at the SR-24/Brookwood Road interchange and environmental/design funding for the proposed eBART extension to Brentwood.

Staff has also worked with BART to update the funding plan for BART's Transbay Core Capacity project as it had relied on a contribution from Contra Costa and San Francisco's sales tax measures. The Transbay Core Capacity project would fund expansion vehicles, train control modernization, traction power, and expansion of the Hayward maintenance facility. This exercise led to a technical correction in BART's transit capital funding amount and updates to county contributions as well as regional and BART contributions to the BART Transbay Core Capacity project. The net result being that we are able to keep the project in the Preferred Scenario.

In terms of the maintenance funding for transit capital and local streets and roads, the remaining need for transit capital has been reduced from \$16 billion to \$15 billion. After removing the funding from the two county measures, the remaining need for local streets and roads has increased from \$12 billion to \$14 billion.

Attached are updates to Attachments C1 through C9 from the November 4 investment strategy materials to reflect the election result revisions.

As a reminder, if either county returns to the voters and passes a measure in the future, we will be able to amend or update the plan and include the projects and revenues accordingly.

  
\_\_\_\_\_  
Brad Paul

  
\_\_\_\_\_  
Steve Heminger

**Attachments**

SH:kv  
J:\COMMITTEE\Commission\2016\11-November\_2016\Special Joint MTC\_ABAG Meeting 11.17.16\4a\_PBA 2040 Final Preferred\_Project List Update.docx

## Plan Bay Area 2040 Expenditure Plan - Total Plan Revenue (\$303 billion)

- **REVISED**

(in Millions of \$YOE, sorted by regional discretionary funding)

Investment Strategy	Amount in the RTP	Local/Committed	Nov. 2016 Measures	Regional Discretionary
<b>Operate and Maintain</b>				
Transit Capital Preservation	\$32,435	\$7,704	\$3,300	\$21,431
Transit Operations	\$119,830	\$103,779		\$16,051
Local Streets Preservation and Operations	\$35,298	\$25,768	\$1,750	\$7,780
Cost Contingency and Debt Service	\$5,100	\$3,000		\$2,100
Highway and Bridge Preservation	\$30,331	\$30,081		\$250
<b>Modernize</b>				
Transit Efficiency and Service Improvements	\$20,638	\$8,943	\$2,327	\$9,368
Goods Movement	\$5,273	\$2,335	\$0	\$2,938
Highway Operations and Interchanges	\$6,478	\$3,464	\$895	\$2,119
Multimodal and Bike Ped	\$5,152	\$3,257	\$300	\$1,595
Regional and County Access Initiatives	\$1,885	\$652	\$44	\$1,189
Planning, Local Road Operations, and Safety Improvements	\$3,486	\$1,893	\$815	\$778
Climate	\$794	\$141	\$0	\$653
Express Lanes (Conversions) and Pricing	\$6,364	\$6,026	\$0	\$338
<b>Expand</b>				
Transit Expansion	\$20,468	\$12,777	\$1,500	\$6,191
Express Lanes (Expand) and Roadway Expansion	\$9,951	\$7,777	\$886	\$1,288
<b>Total</b>	<b>\$303,484</b>	<b>\$217,597</b>	<b>\$11,817</b>	<b>\$74,069</b>

**Notes:**

**Amount in the RTP** does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

**Local/committed fund sources** are any locally generated transportation funding source, like county sales tax, vehicle registration fees, and impact fees. This category also includes future extensions of county sales tax measure and anticipated state regional transportation improvement program (RTIP) funds per county.

**November 2016 measures** include the measures that passed on November 8, 2016: sales tax measure for Santa Clara County, BART's bond measure, AC Transit's parcel tax measure, and the City of Oakland's infrastructure bond.

**Regional discretionary fund sources** include future STP/CMAQ, Cap and Trade, New/Small Starts, future bridge tolls, a regional gas tax, and anticipated/unspecified funding

This page intentionally left blank.



**Plan Bay Area 2040 Expenditure Plan – Regional Discretionary Funding (\$74 billion) - REVISED**

(in Millions of \$YOE, sorted by regional discretionary funding)

Investment Strategy	Federal			State			Regional	Other		Total	
	STP-CMAQ	New/Small Starts	Other Federal <sup>1</sup>	Cap and Trade	HSR	ATP/ITIP	STA-Pop	Future Reg. Measures <sup>2</sup>	Cond. Discr. <sup>3</sup>		Anticipated
<b>Operate and Maintain</b>											
Transit Capital Preservation	\$1,590							\$980	\$13,974	\$4,887	\$21,431
Transit Operations				\$100			\$695		\$15,256		\$16,051
Local Streets Preservation and Operations	\$840							\$3,940		\$3,000	\$7,780
Cost Contingency and Debt Service	\$550							\$1,100		\$450	\$2,100
Highway and Bridge Preservation								\$250			\$250
<b>Modernize</b>											
Transit Efficiency and Service Improvements	\$458	\$1,860		\$2,425	\$213		\$460	\$1,100	\$684	\$2,169	\$9,368
Goods Movement			\$2,059	\$500				\$380			\$2,938
Highway Operations and Interchanges	\$133		\$210			\$241		\$496		\$1,038	\$2,119
Multimodal and Bike Ped	\$90			\$644		\$593		\$231	\$37		\$1,595
Regional and County Access Initiatives	\$50			\$131			\$585		\$423		\$1,189
Planning, Local Road Operations, and Safety Improvements	\$371									\$407	\$778
Climate	\$332			\$321							\$653
Express Lanes (Conversions) and Pricing	\$50					\$204		\$84			\$338
<b>Expand</b>											
Transit Expansion	\$10	\$3,140		\$750	\$557			\$378	\$130	\$1,226	\$6,191
Express Lanes (Expand) and Roadway Expansion	\$219		\$31			\$138		\$75		\$825	\$1,288
<b>Total</b>	<b>\$4,693</b>	<b>\$5,000</b>	<b>\$2,300</b>	<b>\$4,870</b>	<b>\$770</b>	<b>\$1,177</b>	<b>\$1,740</b>	<b>\$9,013</b>	<b>\$30,504</b>	<b>\$14,003</b>	<b>\$74,069</b>

- Notes**
- 1) Other Federal includes FAST; Cap and Trade includes TIRCP, LCTOP-Pop, AHSC, Goods Movement
  - 2) Future regional measures include potential increases to bridge tolls and a regional gas tax.
  - 3) Conditioned Discretionary and Existing Bridge Tolls includes FTA Formula Funds, TDA, AB1107, AB664, 2% Bridge Toll, and 5% State General Fund

**Needs Assessment - Transit Operations Funding Detail - REVISED**

(in millions of \$YOE)

The following table presents the amount of funding required to sustain existing service levels (year 2015) for every year in the plan period (e.g. through 2040) by transit operator. Note that in this plan period, the total need is equal to the revenue available to fund existing transit service levels. Projects that increase service levels above year 2015 conditions are funded in specific projects in the plan and are not included in this table.

Transit Operator	Service Levels (in revenue vehicle hours)	Total Need	Committed Investment	Discretionary Investment	Total Investment
ACE	1,117,485	\$1,300	\$1,221	\$79	\$1,300
AC Transit	40,513,851	\$13,416	\$10,046	\$3,370	\$13,416
BART	49,139,746	\$30,691	\$30,677	\$14	\$30,691
Caltrain	5,286,000	\$5,484	\$5,484	\$0	\$5,484
CCCTA	7,125,552	\$1,332	\$582	\$750	\$1,332
City of Dixon	186,291	\$39	\$3	\$35	\$38
ECCTA	5,307,150	\$786	\$203	\$583	\$786
City of Fairfield	2,287,392	\$355	\$125	\$230	\$355
GGBHTD	6,908,679	\$3,915	\$3,549	\$366	\$3,915
LAVTA	3,366,264	\$522	\$176	\$346	\$522
Marin Transit	6,059,722	\$972	\$677	\$295	\$972
NCTPA	2,647,608	\$310	\$56	\$254	\$310
City of Petaluma	710,836	\$82	\$23	\$59	\$82
City of Rio Vista	96,000	\$15	\$2	\$13	\$15
SFMTA	91,585,085	\$35,199	\$32,074	\$3,125	\$35,199
SamTrans	16,272,000	\$5,377	\$3,957	\$1,420	\$5,377
SMART	245,316	\$713	\$713	\$0	\$713
City of Santa Rosa	2,481,912	\$536	\$141	\$395	\$536
Solano County Transit	2,623,440	\$455	\$185	\$270	\$455
Sonoma County Transit	3,069,116	\$496	\$77	\$419	\$496
Union City Transit	2,211,407	\$211	\$68	\$144	\$211
City of Vacaville	1,120,654	\$166	\$13	\$153	\$166
VTA	49,893,621	\$15,734	\$12,251	\$3,483	\$15,734
WCCTA	2,578,325	\$312	\$161	\$151	\$312
WETA	404,701	\$1,413	\$1,315	\$98	\$1,413
<b>TOTAL</b>	<b>303,238,153</b>	<b>\$119,830</b>	<b>\$103,779</b>	<b>\$16,051</b>	<b>\$119,830</b>

**Needs Assessment - Transit Capital Funding Detail - REVISED**

(in millions of \$YOE)

The following table presents the expenditure plan for transit capital preservation in Plan Bay Area 2040 by transit operator. With the proposed investments, several transit operators would exceed the funding required to maintain current asset condition levels. Only two operators would be able to fund replacements and maintenance at a rate large enough to achieve optimum asset condition. The region would carry a \$15 billion state of good repair backlog.

Transit Operator	Total Transit Capital Need	Amount Funded in the Expenditure Plan			Remaining Need/Surplus
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment <sup>5</sup>	State of Good Repair
AC Transit	\$2,934	\$306	\$600	\$968	(\$1,059)
ACE	\$291	\$1		\$178	(\$111)
BART <sup>3</sup>	\$18,121	\$2,014	\$2,700	\$8,466	(\$4,940)
CalTrain <sup>4</sup>	\$3,634	\$1,472		\$1,470	(\$693)
CCCTA County Connection	\$263	\$25		\$238	\$0
Delta Breeze	\$9	\$0		\$4	(\$5)
Dixon	\$8	\$2		\$5	(\$1)
ECCTA Tri Delta Transit	\$134	\$51		\$83	(\$0)
FAST	\$95	\$57		\$7	(\$30)
GGBHTD	\$990	\$84		\$382	(\$525)
LAVTA	\$183	\$10		\$109	(\$64)
Marin Transit	\$147	\$0		\$66	(\$81)
NCTPA	\$82	\$0		\$61	(\$21)
Petaluma Transit	\$32	\$18		\$14	(\$0)
SamTrans	\$1,208	\$1		\$451	(\$756)
Santa Rosa CityBus	\$72	\$2		\$22	(\$48)
SCT	\$197	\$24		\$104	(\$69)
SFMTA	\$12,664	\$1,536		\$5,736	(\$5,392)
SMART	\$629	\$569		\$60	\$0
SolTrans	\$240	\$1		\$139	(\$99)
Union City Transit	\$32	\$0		\$19	(\$13)
Vacaville City Coach	\$54	\$0		\$22	(\$32)
VTA	\$3,495	\$1,455		\$1,907	(\$133)
WestCAT	\$92	\$1		\$34	(\$57)
WETA	\$1,442	\$73		\$823	(\$546)



Transit Operator	Total Transit Capital Need	Amount Funded in the Expenditure Plan			Remaining Need/Surplus
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment <sup>5</sup>	State of Good Repair
<b>Grand Total</b>	<b>\$47,050</b>	<b>\$7,704</b>	<b>\$3,300</b>	<b>\$21,369</b>	<b>(\$14,676)</b>
<b>Total = \$32,373 million</b>					

Notes:

- 1) There is approximately \$60 million in transit capital revenues that could not be assigned to a specific operator, but are projected to be available for transit capital maintenance in the region.
- 2) Revenue from San Francisco's Transportation Sustainability Fee, Proposition B, and sales tax reauthorization is assumed to be distributed to BART, Caltrain, and SFMTA according to current Prop K proportions.
- 3) \$900 million in capital replacement needs for BART train control was transferred to "Transit Efficiency and Service Improvements" within the Modernize investment category of Attachment C.1.
- 4) \$315 million in capital replacement needs for Caltrain vehicles was transferred to "Transit Efficiency and Service Improvements" category of Attachment C.1.
- 5) Discretionary funding has been distributed by a combination of formula and remaining need.

**Needs Assessment - Local Streets and Roads Funding Detail - REVISED**

(in Millions of \$YOE)

The following table presents the expenditure plan for local streets and roads (LS&R) operations and maintenance in Plan Bay Area 2040 by county. With the proposed investments, the remaining need to achieve optimum pavement condition is almost \$14 billion.

County	Total LS&R Need	Amount Funded in the Expenditure Plan			Remaining Need/Surplus
	To State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment*	To State of Good Repair
Alameda	\$8,649	\$4,683	\$350	\$1,546	(\$2,070)
Contra Costa	\$6,116	\$3,338		\$1,133	(\$1,646)
Marin	\$1,722	\$831		\$221	(\$670)
Napa	\$1,473	\$969		\$168	(\$335)
San Francisco	\$7,903	\$5,988		\$966	(\$949)
San Mateo	\$3,935	\$2,012		\$657	(\$1,266)
Santa Clara	\$11,320	\$5,492	\$1,400	\$2,097	(\$2,332)
Solano	\$2,963	\$782		\$429	(\$1,752)
Sonoma	\$4,846	\$1,672		\$564	(\$2,610)
<b>REGION TOTAL</b>	<b>\$48,926</b>	<b>\$26,768</b>	<b>\$1,760</b>	<b>\$7,780</b>	<b>(\$13,628)</b>
<b>Total = \$36,298 million</b>					

\* Regional discretionary funds distributed by OBAG 2 formula

This page intentionally left blank.

## Goods Movement Projects in Plan Bay Area 2040

The projects in the plan related to goods movement support the recommendations of the Regional Goods Movement Plan, which was adopted in March of 2016. The Regional Goods Movement Plan recommended improvements for the Port of Oakland, strategic highway operations benefiting truck corridors and programs for reducing the impact of freight activity on adjacent neighborhoods.

In the materials presented to the MTC Planning and ABAG Administrative Committees in September 2016, approximately \$5 billion of project funded was classified as “goods movement.” Of that amount, about \$2 billion of funding would come from future local funding and previously committed funding amounts. Almost \$3 billion would come from regional discretionary funding, which is primarily federal and state sources. The following table presents goods movement categories and a funding breakdown between local/committed funding and regional discretionary funding. The highest amount of regional discretionary funding is assumed to go toward projects that improve operations within and around the Port of Oakland, ITS projects on the freight highway network, interchange reconstructions, and a future program on increasing the proliferation of zero and near-zero emission trucks as well as other neighborhood impact reduction initiatives.

### Goods Movement Investment Strategy, sorted by Regional Discretionary Funding (all values in millions of \$YOE) - REVISED

Goods Movement Investment	Amount in the RTP*	Local/Committed Funding	Nov. 2016 Measure	Regional Discretionary Funding
<b>Global Competitiveness in Goods Movement</b> Suite of projects to improve operations and increase rail access at the Port of Oakland such as 7th Street Grade Separation, Outer Harbor Intermodal Terminal, and Oakland Army Base transportation components	\$1,177	\$52		\$1,125
<b>Smart Deliveries and Operations</b> Future program for deploying communications infrastructure to increase active traffic management along freight corridors and to/from the Port of Oakland	\$300			\$300
<b>Modernizing Infrastructure</b> Set of highway projects and interchange improvements along freight corridors such as along I-880, I-80, US-101, I-580, I-680, and SR-4.	\$3,191	\$2,028		\$1,163
<b>Sustainable Goods Movement</b> Future program for implementing the recommendations of the Freight Emission Reduction Action Plan and developing programs for impact reduction in neighborhoods with high levels of freight activity.	\$350			\$350
<b>Other Freight and Rail</b> Program and projects for minor freight improvements and rail operations on track operated by public operators.	\$255	\$255		
<b>Grand Total</b>	<b>\$5,273</b>	<b>\$2,335</b>		<b>\$2,938</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

## Core Capacity Projects in Plan Bay Area 2040

The projects in the plan related to increasing capacity in the core of the region are linked to on-going planning on the Core Capacity Transit Study (CCTS), a multi-agency study to identify and prioritize major transit investments serving the San Francisco Core. The CCTS is a collaboration of five transit operators (SFMTA, BART, AC Transit, WETA, and Caltrain), the Metropolitan Transportation Commission, and the San Francisco County Transportation Authority. Although not yet complete, initial planning work has informed the project list in terms of near-term and medium-term priorities. As a placeholder for other short, mid and long term projects currently under consideration in CCTS, the Plan also includes reserve funding for further implementation of recommendations developed after Plan Bay Area 2040 is adopted. Additionally, there is on-going work on increasing transit capacity to connect housing and jobs within Santa Clara County.

The following table presents the investment strategy for core capacity projects, organized by corridor. There is also a placeholder for planning and design work for recommendations that may come out of the study and that may be in any of the corridors. The Core Capacity investment strategy includes projects that are a subset of several investment categories in the expenditure plan of Attachment C.1, namely Transit Efficiency and Transit Expansion.

### Core Capacity Investment Strategy (all values in millions of \$YOE) - REVISED

Core Capacity Investment	Amount in the RTP*	Local/ Committed Funding	Nov. 2016 Measure	Regional Discretionary Funding
<b>Transbay Corridor</b> Investments include BART service increases, WETA ferry service increases, new ferry terminals at Berkeley, Mission Bay, and Alameda Point, AC Transit service increases and Bay Bridge operational projects.	\$5,477	\$1,469	\$600	\$3,408
<b>Peninsula Corridor</b> Investments include the Transbay Transit Center, extending Caltrain to the Transbay Transit Center, electrifying Caltrain, and station improvements in the Peninsula	\$7,282	\$2,387	\$572	\$4,323
<b>Within San Francisco</b> Investments include Muni service increases, bus rapid transit on Van Ness Avenue and Geary Boulevard, Muni Forward, and other operational improvements for SFMTA.	\$2,743	\$1,574		\$1,169
<b>Planning for future capacity improvements</b> Placeholder for future planning and design work for additional capacity increasing projects identified through the Core Capacity Transit Study and other planning work.	\$465	\$50		\$415
<b>Core Connectivity in Santa Clara County</b> Investments include extending BART to San Jose, increasing VTA core bus routes, El Camino Real BRT, extending light rail to Eastridge Transit Center and Winchester, as well as a reserve for future transit improvements in the SR-85 corridor and to the San Jose International Airport.	\$8,181	\$3,448	\$2,408	\$2,325
<b>Grand Total</b>	<b>\$24,148</b>	<b>\$8,928</b>	<b>\$3,580</b>	<b>\$11,640</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)



## Climate Program in Plan Bay Area 2040

Plan Bay Area 2040 transportation investments and land-use development patterns alone will not be sufficient to reach the region's statutory greenhouse gas (GHG) emissions reduction targets. It is anticipated that approximately 11 percentage points of the Plan's 2035 target will be achieved through climate strategies that are part of MTC's Climate Initiatives Program, such as transportation demand management programs, alternative fuel/vehicle strategies and car sharing. These types of climate strategies are referred to as "off-model" because the region's travel demand and land use models that factor in the region's future transportation investments and land-use development patterns are not sensitive to these types of initiatives. The plan includes \$526 million of funding for the regional Climate Initiatives Program, as well as another \$56 million for incentivizing higher levels of carpooling, and \$212 million for county-sponsored initiatives.

The types of projects and programs that would be funded through implementation of this category include:

- 1 Various transportation demand management (TDM) strategies, car sharing, vanpool incentives, alternative fuel/vehicle initiatives, targeted transportation alternatives, trip caps and existing commuter benefits ordinances.
- 2 Regional carpool incentives such as private sector ride-matching applications that target utilization of express lane corridors as well as first/last mile solutions to transit.
- 3 Various county-sponsored climate programs such as additional transportation demand management strategies and promotion of emission reduction technology.

### Climate Initiative Program Funding in Plan Bay Area 2040 (all values in millions of \$YOE) - REVISED

Climate Initiative	Amount in the RTP*	Local/Committed Funding	Regional Discretionary Funding
1. Regional Climate Initiatives Program	\$526	\$36	\$490
2. Regional Carpool Program	\$56	\$8	\$48
3. County-Sponsored Climate Programs in Alameda, San Francisco, Solano, and Marin counties	\$212	\$97	\$115
<b>Grand Total</b>	<b>\$794</b>	<b>\$141</b>	<b>\$653</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

This page intentionally left blank.

## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0001	Alameda	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$658	\$79	\$360		\$219
17-01-0002	Alameda	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$150	\$55	\$10		\$85
17-01-0003	Alameda	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$732	\$23	\$618		\$91
17-01-0004	Alameda	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$461	\$71	\$300		\$90
17-01-0005	Alameda	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$61	\$6	\$50		\$5
17-01-0006	Alameda	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$203		\$175		\$28
17-01-0007	Alameda	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$203	\$66	\$110		\$27
17-01-0008	Alameda	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$962	\$135	\$772		\$55
17-01-0009	Alameda	New Alameda Point Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	\$177		\$177		
17-01-0014	Alameda	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	Modernize	Express Lanes (Conversions) and Pricing	\$39		\$21		\$18
17-01-0015	Alameda	7th Street Grade Separation East	Modernize	Goods Movement	\$558	\$3			\$555
17-01-0016	Alameda	Oakland Army Base transportation infrastructure improvements	Modernize	Goods Movement	\$314	\$213	\$26		\$75
17-01-0017	Alameda	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	Modernize	Goods Movement	\$205		\$26		\$179
17-01-0018	Alameda	7th Street Grade Separation West	Modernize	Goods Movement	\$171	\$3			\$168
17-01-0019	Alameda	I-580 Integrated Corridor Mobility (ICM)	Modernize	Goods Movement	\$146				\$146
17-01-0020	Alameda	SR-262 Mission Boulevard Cross Connector Improvements	Modernize	Goods Movement	\$112		\$111		\$1
17-01-0021	Alameda	I-880 Whipple Road Interchange Improvements	Modernize	Goods Movement	\$80		\$77		\$3
17-01-0022	Alameda	Outer Harbor Turning Basin	Modernize	Goods Movement	\$65				\$65
17-01-0023	Alameda	I-880 Industrial Parkway Interchange Reconstruction	Modernize	Goods Movement	\$57		\$55		\$2
17-01-0024	Alameda	I-880 A Street Interchange Reconstruction	Modernize	Goods Movement	\$54		\$52		\$2
17-01-0025	Alameda	Oakland International Airport Perimeter Dike	Modernize	Goods Movement	\$53	\$3	\$0		\$50
17-01-0026	Alameda	Minor Freight Improvements Programmatic	Modernize	Goods Movement	\$51	\$2	\$49		
17-01-0027	Alameda	Middle Harbor Road Improvements	Modernize	Goods Movement	\$33				\$33
17-01-0028	Alameda	I-580/I-680 Interchange Improvement Project	Modernize	Goods Movement	\$300		\$300		
17-01-0029	Alameda	SR-84/I-680 Interchange Improvements and SR-84 Widening	Modernize	Goods Movement	\$278	\$5	\$121		\$152
17-01-0030	Alameda	I-880 Broadway/Jackson Interchange Improvements	Modernize	Goods Movement	\$244	\$2	\$242		
17-01-0031	Alameda	I-880 at 23rd/29th Avenue Interchange Improvements	Modernize	Goods Movement	\$111	\$67	\$44		
17-01-0032	Alameda	SR-84 Widening (Ruby Hill Drive_to Concannon Boulevard)	Modernize	Highway Operational and Interchanges	\$88	\$59	\$29		
17-01-0033	Alameda	I-580 Vasco Road Interchange Improvements	Modernize	Goods Movement	\$81		\$76		\$5

Transportation Project List  
values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 7	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0034	Alameda	I-580 Greenville Road Interchange Improvements	Modernize	Goods Movement	\$68		\$64		\$4
17-01-0035	Alameda	I-580 First Street Interchange Improvements	Modernize	Goods Movement	\$62		\$59		\$3
17-01-0036	Alameda	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	Modernize	Goods Movement	\$62		\$53		\$9
17-01-0037	Alameda	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	Modernize	Highway Operational and Interchanges	\$60		\$59		\$1
17-01-0038	Alameda	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	Modernize	Goods Movement	\$58		\$49		\$9
17-01-0039	Alameda	I-580 SR-84/Isabel Interchange Improvements Phase 2	Modernize	Goods Movement	\$43		\$40		\$3
17-01-0040	Alameda	I-80 Gilman Street Interchange Improvements	Modernize	Goods Movement	\$42	\$2	\$37		\$3
17-01-0041	Alameda	I-880 Winton Avenue Interchange Improvements	Modernize	Goods Movement	\$41		\$35		\$6
17-01-0042	Alameda	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Modernize	Highway Operational and Interchanges	\$19		\$16		\$3
17-01-0043	Alameda	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	Modernize	Goods Movement	\$18	\$8	\$9		\$1
17-01-0044	Alameda	I-680 Sunol Interchange Modification	Modernize	Highway Operational and Interchanges	\$18		\$15		\$3
17-01-0045	Alameda	Santa Rita Road I-580 Overcrossing Widening	Modernize	Highway Operational and Interchanges	\$10		\$9		\$1
17-01-0046	Alameda	Coliseum City Transit Hub	Modernize	Multimodal and Bike Ped	\$181	\$9	\$133		\$39
17-01-0047	Alameda	I-880 to Mission Boulevard East-West Connector	Expand	Express Lanes (Expand) and Roadway Expansion	\$236	\$41	\$195		
17-01-0048	Alameda	Dublin Boulevard - North Canyons Parkway Extension	Expand	Express Lanes (Expand) and Roadway Expansion	\$89		\$76		\$13
17-01-0049	Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Expand	Express Lanes (Expand) and Roadway Expansion	\$86		\$73		\$13
17-01-0050	Alameda	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	Expand	Express Lanes (Expand) and Roadway Expansion	\$51		\$43		\$8
17-01-0051	Alameda	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Expand	Express Lanes (Expand) and Roadway Expansion	\$48		\$41		\$7
17-01-0052	Alameda	Auto Mall Parkway Widening and Improvements	Expand	Express Lanes (Expand) and Roadway Expansion	\$30		\$26		\$4
17-01-0053	Alameda	Dougherty Road Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$23	\$4	\$17		\$2
17-01-0054	Alameda	Union City Boulevard Widening (Whipple to City Limit)	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$15		\$2
17-01-0055	Alameda	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$13		\$2
17-01-0056	Alameda	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$13		\$2
17-01-0057	Alameda	Dublin Boulevard Widening - Sierra Court_to Dublin Court	Expand	Express Lanes (Expand) and Roadway Expansion	\$6	\$1	\$5		
17-01-0058	Alameda	Irvington BART Station	Modernize	Transit Efficiency and Service Improvements	\$256		\$153		\$103

## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0059	Alameda	Union City Intermodal Station Phase 4	Modernize	Transit Efficiency and Service Improvements	\$78		\$66		\$12
17-01-0060	Alameda	East Bay BRT	Modernize	Transit Efficiency and Service Improvements	\$180	\$178	\$2		
17-01-0061	Alameda	Ralph Appezato Memorial Parkway BRT	Modernize	Transit Efficiency and Service Improvements	\$10		\$8		\$2
17-01-0062	Alameda	BART to Livermore/ACE Project Development and Construction Reserve	Expand	Transit Expansion	\$553	\$7	\$435		\$111
17-01-0063	Alameda	Broadway Shuttle Expansion	Expand	Transit Expansion	\$37		\$29		\$8
17-01-0064	Alameda	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	\$350			\$350	
17-02-0001	Contra Costa	Access and Mobility Program	Modernize	Regional and County Access Initiatives	\$258		\$258		
17-02-0002	Contra Costa	Innovative Transportation Technology	Modernize	Highway Operational and Interchanges	\$53		\$53		
17-02-0003	Contra Costa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$162		\$123		\$39
17-02-0004	Contra Costa	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$108		\$104		\$4
17-02-0005	Contra Costa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$342	\$1	\$318		\$23
17-02-0007	Contra Costa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$527	\$4	\$523		
17-02-0008	Contra Costa	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$44		\$44		
17-02-0009	Contra Costa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$409	\$4	\$351		\$54
17-02-0010	Contra Costa	SR4 Integrated Corridor Mobility	Modernize	Goods Movement	\$15				\$15
17-02-0011	Contra Costa	I-80 ICM Project Operations and Maintenance	Modernize	Highway Operational and Interchanges	\$3		\$3		
17-02-0012	Contra Costa	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	Expand	Express Lanes (Expand) and Roadway Expansion	\$99		\$85		\$14
17-02-0013	Contra Costa	I-680 Northbound HOV lane extension between N. Main and SR-242	Expand	Express Lanes (Expand) and Roadway Expansion	\$54				\$54
17-02-0014	Contra Costa	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	Modernize	Goods Movement	\$19		\$19		
17-02-0015	Contra Costa	Vasco Road Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)	Expand	Express Lanes (Expand) and Roadway Expansion	\$40				\$40
17-02-0016	Contra Costa	Construct SR 242/Clayton Road on and off-ramps	Expand	Express Lanes (Expand) and Roadway Expansion	\$66		\$5		\$61
17-02-0017	Contra Costa	SR-239 Feasibility Studies and Project Development	Expand	Express Lanes (Expand) and Roadway Expansion	\$42		\$42		
17-02-0019	Contra Costa	I-680/SR4 Interchange Improvements - Phases 1-3	Modernize	Highway Operational and Interchanges	\$292		\$159		\$133
17-02-0020	Contra Costa	SR-4 Operational Improvements - Initial Phases	Modernize	Goods Movement	\$144		\$5		\$139
17-02-0021	Contra Costa	Reconstruct I-80/San Pablo Dam Road Interchange	Modernize	Highway Operational and Interchanges	\$120		\$56		\$64

Transportation Project List  
 values in millions of YOY \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0022	Contra Costa	I-680 Southbound HOV Lane between N. Main and Livorna	Modernize	Highway Operational and Interchanges	\$83		\$83		
17-02-0023	Contra Costa	State Route 4 Widening and Balfour Road IC Construction	Modernize	Highway Operational and Interchanges	\$69		\$69		
17-02-0024	Contra Costa	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps	Modernize	Highway Operational and Interchanges	\$25				\$25
17-02-0026	Contra Costa	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Modernize	Highway Operational and Interchanges	\$26		\$20		\$6
17-02-0027	Contra Costa	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Modernize	Highway Operational and Interchanges	\$20		\$10		\$10
17-02-0028	Contra Costa	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Modernize	Highway Operational and Interchanges	\$10		\$10		
17-02-0029	Contra Costa	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Modernize	Highway Operational and Interchanges	\$7				\$7
17-02-0030	Contra Costa	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Expand	Express Lanes (Expand) and Roadway Expansion	\$34		\$34		
17-02-0031	Contra Costa	Widen Willow Pass Road, Lynwood Drive to SR 4	Expand	Express Lanes (Expand) and Roadway Expansion	\$20		\$20		
17-02-0032	Contra Costa	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Expand	Express Lanes (Expand) and Roadway Expansion	\$20		\$20		
17-02-0033	Contra Costa	Widen Camino Tassajara Road, Windemere to County Line	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$17		
17-02-0034	Contra Costa	West Leland Road Extension	Expand	Express Lanes (Expand) and Roadway Expansion	\$16		\$16		
17-02-0035	Contra Costa	Lone Tree Way Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$16		\$16		
17-02-0036	Contra Costa	Pittsburg-Antioch Highway Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$15		
17-02-0037	Contra Costa	Widen Main St, SR 160 to Big Break Rd	Expand	Express Lanes (Expand) and Roadway Expansion	\$13		\$13		
17-02-0038	Contra Costa	Main Street Bypass	Expand	Express Lanes (Expand) and Roadway Expansion	\$4		\$4		
17-02-0039	Contra Costa	Hercules Train Station - All Phases	Modernize	Transit Efficiency and Service Improvements	\$97		\$15		\$82
17-02-0040	Contra Costa	Martinez Intermodal Project: Phase 3	Modernize	Transit Efficiency and Service Improvements	\$7				\$7
17-02-0041	Contra Costa	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	Modernize	Transit Efficiency and Service Improvements	\$45				\$45
17-02-0042	Contra Costa	Richmond-San Francisco Ferry Service	Modernize	Transit Efficiency and Service Improvements	\$53		\$53		
17-02-0043	Contra Costa	BART Capacity, Access and Parking Improvements	Modernize	Transit Efficiency and Service Improvements	\$27		\$27		
17-02-0044	Contra Costa	Landside Improvements for Richmond Ferry Service	Modernize	Transit Efficiency and Service Improvements	\$25				\$25
17-02-0045	Contra Costa	El Cerrito del Norte BART Station Modernization, Phase 1	Modernize	Transit Efficiency and Service Improvements	\$22		\$22		



## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0046	Contra Costa	Civic Center Railroad Platform Park & Ride Complex	Modernize	Transit Efficiency and Service Improvements	\$8		\$8		
17-02-0047	Contra Costa	East County Rail Extension (eBART), Phase 1	Expand	Transit Expansion	\$525	\$525			
17-02-0049	Contra Costa	West County High Capacity Transit Investment Study Implementation - Phase 1	Expand	Transit Expansion	\$15				\$15
17-02-0050	Contra Costa	Brentwood Intermodal Transit Center	Modernize	Transit Efficiency and Service Improvements	\$12				\$12
17-02-0051	Contra Costa	I-580 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots	Modernize	Transit Efficiency and Service Improvements	\$80				\$80
17-02-0052	Contra Costa	Widen San Ramon Valley Boulevard from 2 to 4 lane - Jewel Terrace to Podva Road	Expand	Express Lanes (Expand) and Roadway Expansion	\$1		\$1		
17-03-0001	Marin	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$30		\$9		\$21
17-03-0002	Marin	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$1				\$1
17-03-0003	Marin	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$4				\$4
17-03-0004	Marin	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$20				\$20
17-03-0005	Marin	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$42		\$6		\$36
17-03-0006	Marin	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	Expand	Express Lanes (Expand) and Roadway Expansion	\$136		\$111		\$25
17-03-0007	Marin	US 101/580 Interchange Direct Connector - PAED	Modernize	Highway Operational and Interchanges	\$15				\$15
17-03-0008	Marin	Tiburon East Blithedale Interchange - PAED	Modernize	Highway Operational and Interchanges	\$12				\$12
17-03-0009	Marin	Access improvements to Richmond San Rafael Bridge	Modernize	Highway Operational and Interchanges	\$7				\$7
17-03-0010	Marin	Highway Improvement Studies	Modernize	Highway Operational and Interchanges	\$5				\$5
17-03-0011	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$13		\$4
17-03-0012	Marin	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	Expand	Express Lanes (Expand) and Roadway Expansion	\$6				\$6
17-03-0013	Marin	San Rafael Transit Center (SRTC) Relocation Project	Modernize	Transit Efficiency and Service Improvements	\$36				\$36
17-03-0014	Marin	Larkspur Ferry Terminal Parking Garage - Planning Study	Modernize	Transit Efficiency and Service Improvements	\$1				\$1
17-03-0015	Marin	SMART Downtown San Rafael to Larkspur Rail Extension	Expand	Transit Expansion	\$42	\$2	\$40		
17-03-0016	Marin	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$49				\$49
17-04-0001	Napa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$98		\$35		\$63
17-04-0002	Napa	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$7				\$7

Plan Bay Area 2040  
 Transportation Project List  
 values in millions of YOY \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-04-0003	Napa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$4		\$1		\$3
17-04-0004	Napa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$51		\$10		\$41
17-04-0005	Napa	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$30	\$0	\$23		\$7
17-04-0006	Napa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$246		\$156		\$90
17-04-0007	Napa	Countywide Intelligent Transportation Systems Program	Modernize	Highway Operational and Interchanges	\$9				\$9
17-04-0008	Napa	State Route 29 Improvements	Modernize	Highway Operational and Interchanges	\$35		\$35		
17-04-0009	Napa	Soscol Junction	Expand	Express Lanes (Expand) and Roadway Expansion	\$61		\$5		\$56
17-04-0010	Napa	SR29 Gateway	Expand	Express Lanes (Expand) and Roadway Expansion	\$32		\$12		\$20
17-05-0001	San Francisco	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$644	\$16	\$598		\$30
17-05-0002	San Francisco	Climate Program; TDM and Emission Reduction Technology	Modernize	Climate	\$93		\$83		\$10
17-05-0003	San Francisco	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$318		\$290		\$28
17-05-0004	San Francisco	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$293		\$279		\$14
17-05-0005	San Francisco	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$51	\$2	\$47		\$2
17-05-0007	San Francisco	Transit Preservation/Rehabilitation	Operate and Maintain	Transit Capital Preservation	\$1,871		\$1,871		
17-05-0008	San Francisco	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$906	\$43	\$863		
17-05-0009	San Francisco	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$137		\$137		
17-05-0010	San Francisco	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$224	\$110	\$114		
17-05-0011	San Francisco	San Francisco Late Night Transportation Improvements	Modernize	Regional and County Access Initiatives	\$52		\$10		\$42
17-05-0012	San Francisco	SFgo Integrated Transportation Management System	Modernize	Highway Operational and Interchanges	\$89	\$48	\$17		\$24
17-05-0013	San Francisco	Expand SFMTA Transit Fleet	Modernize	Transit Efficiency and Service Improvements	\$1,295		\$814		\$481
17-05-0014	San Francisco	Muni Forward (Transit Effectiveness Project)	Modernize	Transit Efficiency and Service Improvements	\$612	\$208	\$159		\$245
17-05-0015	San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	Modernize	Transit Efficiency and Service Improvements	\$130		\$30		\$100
17-05-0016	San Francisco	Better Market Street - Transportation Elements	Modernize	Transit Efficiency and Service Improvements	\$415	\$0	\$215		\$200
17-05-0017	San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	Modernize	Transit Efficiency and Service Improvements	\$335		\$20		\$315
17-05-0018	San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	Modernize	Transit Efficiency and Service Improvements	\$43				\$43



## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-05-0019	San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Modernize	Transit Efficiency and Service Improvements	\$17				\$17
17-05-0020	San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Modernize	Express Lanes (Conversions) and Pricing	\$43		\$22		\$21
17-05-0021	San Francisco	Geary Boulevard Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$300	\$0	\$57		\$243
17-05-0022	San Francisco	Presidio Parkway	Modernize	Highway Operational and Interchanges	\$1,595	\$859	\$736		
17-05-0023	San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	Modernize	Highway Operational and Interchanges	\$169	\$105	\$64		
17-05-0024	San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	Modernize	Highway Operational and Interchanges	\$11	\$1			\$10
17-05-0025	San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	Modernize	Highway Operational and Interchanges	\$6				\$6
17-05-0026	San Francisco	Bayshore Station Multimodal Planning and Design	Modernize	Multimodal and Bike Ped	\$13		\$13		
17-05-0027	San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Expand	Express Lanes (Expand) and Roadway Expansion	\$501	\$14	\$487		
17-05-0028	San Francisco	Southeast San Francisco Caltrain Station - Environmental	Modernize	Transit Efficiency and Service Improvements	\$11	\$1	\$10		
17-05-0029	San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	Modernize	Express Lanes (Conversions) and Pricing	\$876		\$826		\$50
17-05-0030	San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	Modernize	Express Lanes (Conversions) and Pricing	\$974		\$925		\$49
17-05-0031	San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	Modernize	Transit Efficiency and Service Improvements	\$406		\$406		
17-05-0032	San Francisco	Geneva-Harney Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$256		\$156		\$100
17-05-0033	San Francisco	Van Ness Avenue Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$215		\$215		
17-05-0034	San Francisco	Arena Transit Capacity Improvements	Modernize	Transit Efficiency and Service Improvements	\$137		\$137		
17-05-0035	San Francisco	EN Trips: All Components	Modernize	Transit Efficiency and Service Improvements	\$122		\$101		\$21
17-05-0036	San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	Modernize	Transit Efficiency and Service Improvements	\$82		\$56		\$26
17-05-0037	San Francisco	Parkmerced Transportation Improvements	Modernize	Transit Efficiency and Service Improvements	\$76		\$76		
17-05-0039	San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	Modernize	Transit Efficiency and Service Improvements	\$18		\$18		
17-05-0040	San Francisco	T-Third Mission Bay Loop	Modernize	Transit Efficiency and Service Improvements	\$7	\$7			
17-05-0041	San Francisco	T-Third Phase II: Central Subway	Expand	Transit Expansion	\$1,578	\$1,578			
17-05-0042	San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	Expand	Transit Expansion	\$87		\$4		\$83
17-06-0001	San Mateo	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$247	\$21	\$138		\$88

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0002	San Mateo	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$41	\$1	\$28		\$12
17-06-0003	San Mateo	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$289	\$14	\$197		\$78
17-06-0004	San Mateo	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$58	\$1	\$46		\$11
17-06-0005	San Mateo	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$64		\$43		\$21
17-06-0006	San Mateo	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Modernize	Highway Operational and Interchanges	\$93		\$80		\$13
17-06-0007	San Mateo	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	Expand	Express Lanes (Expand) and Roadway Expansion	\$365	\$15	\$250		\$100
17-06-0008	San Mateo	Add northbound and southbound modified auxiliary lanes and/ or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	Expand	Express Lanes (Expand) and Roadway Expansion	\$222	\$5	\$172		\$45
17-06-0009	San Mateo	Improve operations at U.S. 101 near Route 92 - Phased	Modernize	Goods Movement	\$258	\$2	\$250		\$6
17-06-0010	San Mateo	Improve U.S. 101/Woodside Road interchange	Modernize	Goods Movement	\$171	\$7	\$98		\$66
17-06-0011	San Mateo	US 101 Produce Avenue Interchange	Modernize	Goods Movement	\$146	\$10	\$100		\$36
17-06-0012	San Mateo	U.S. 101 Interchange at Peninsula Avenue	Modernize	Highway Operational and Interchanges	\$89	\$9	\$65		\$15
17-06-0013	San Mateo	Reconstruct U.S. 101/Broadway interchange	Modernize	Highway Operational and Interchanges	\$83	\$83			
17-06-0014	San Mateo	Reconstruct U.S. 101/Willow Road interchange	Modernize	Highway Operational and Interchanges	\$80	\$60	\$8		\$12
17-06-0015	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Modernize	Highway Operational and Interchanges	\$79	\$79			
17-06-0016	San Mateo	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	Modernize	Highway Operational and Interchanges	\$39	\$3	\$13		\$23
17-06-0017	San Mateo	Route 101/Holly St Interchange Access Improvements	Modernize	Highway Operational and Interchanges	\$34	\$1	\$25		\$8
17-06-0018	San Mateo	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	Modernize	Highway Operational and Interchanges	\$32		\$30		\$2
17-06-0019	San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Modernize	Highway Operational and Interchanges	\$30	\$25	\$5		
17-06-0020	San Mateo	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Modernize	Highway Operational and Interchanges	\$29	\$4	\$21		\$4
17-06-0021	San Mateo	Environmental Studies for 101/Candlestick Interchange	Modernize	Highway Operational and Interchanges	\$25	\$5	\$15		\$5
17-06-0022	San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	Modernize	Highway Operational and Interchanges	\$25		\$20		\$5

## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0023	San Mateo	Route 1 Improvements in Half Moon Bay	Modernize	Highway Operational and Interchanges	\$19	\$10	\$7		\$2
17-06-0024	San Mateo	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Modernize	Highway Operational and Interchanges	\$17	\$8	\$9		
17-06-0025	San Mateo	US 101/University Ave. Interchange improvements	Modernize	Highway Operational and Interchanges	\$11		\$7		\$4
17-06-0026	San Mateo	Implement incentive programs to support transit-oriented development	Modernize	Multimodal and Bike Ped	\$106		\$100		\$6
17-06-0027	San Mateo	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	Modernize	Multimodal and Bike Ped	\$1		\$1		
17-06-0028	San Mateo	Make incremental increase in SamTrans paratransit service - Phase	Modernize	Regional and County Access Initiatives	\$377		\$289		\$88
17-06-0029	San Mateo	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	Modernize	Transit Efficiency and Service Improvements	\$228		\$205		\$23
17-06-0030	San Mateo	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Expand	Transit Expansion	\$8		\$8		
17-06-0031	San Mateo	Implement Redwood City Street Car - Planning Phase	Expand	Transit Expansion	\$1		\$0		\$1
17-06-0032	San Mateo	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	Expand	Express Lanes (Expand) and Roadway Expansion	\$14	\$14			
17-06-0033	San Mateo	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Expand	Express Lanes (Expand) and Roadway Expansion	\$8	\$0	\$6		\$2
17-06-0034	San Mateo	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	Expand	Express Lanes (Expand) and Roadway Expansion	\$58	\$9	\$35		\$14
17-06-0035	San Mateo	I-280 improvements near D Street exit	Expand	Express Lanes (Expand) and Roadway Expansion	\$1				\$1
17-06-0036	San Mateo	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	Expand	Express Lanes (Expand) and Roadway Expansion	\$25		\$17		\$8
17-06-0037	San Mateo	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Expand	Express Lanes (Expand) and Roadway Expansion	\$11		\$11		
17-06-0038	San Mateo	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Expand	Express Lanes (Expand) and Roadway Expansion	\$17	\$1	\$15		\$1
17-06-0039	San Mateo	Grade Separations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$265	\$5	\$221		\$39
17-06-0040	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Expand	Express Lanes (Expand) and Roadway Expansion	\$28	\$19	\$5		\$4
17-07-0001	Santa Clara	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$874		\$295	\$300	\$279
17-07-0002	Santa Clara	Caltrain Grade Separations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$800			\$800	

## Transportation Project List

values in millions of YOY \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0003	Santa Clara	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$446		\$196		\$250
17-07-0004	Santa Clara	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	\$1,400			\$1,400	
17-07-0005	Santa Clara	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$980		\$436		\$544
17-07-0007	Santa Clara	Affordable Fare Program	Modernize	Regional and County Access Initiatives	\$44			\$44	
17-07-0008	Santa Clara	Implement System Operations and Management Program for Santa Clara County	Modernize	Highway Operational and Interchanges	\$899		\$600		\$299
17-07-0009	Santa Clara	SR 87 Technology-based Corridor Improvements	Modernize	Highway Operational and Interchanges	\$52		\$30	\$22	
17-07-0010	Santa Clara	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Modernize	Highway Operational and Interchanges	\$20		\$10	\$10	
17-07-0012	Santa Clara	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (escalated capital cost is \$5.175 billion)	Expand	Transit Expansion	\$5,467		\$1,717	\$1,500	\$2,250
17-07-0013	Santa Clara	Implement El Camino Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	\$267		\$192		\$75
17-07-0021	Santa Clara	Alviso Wetlands Doubletrack	Modernize	Goods Movement	\$196		\$196		
17-07-0022	Santa Clara	Environmental Studies for SR-152 New Alignment	Expand	Express Lanes (Expand) and Roadway Expansion	\$30			\$30	
17-07-0023	Santa Clara	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$161		\$75	\$86	
17-07-0024	Santa Clara	Lawrence/Stevens Creek/I-280 Interchange	Modernize	Highway Operational and Interchanges	\$140		\$70	\$70	
17-07-0025	Santa Clara	I-280/Winchester Blvd Interchange Improvements	Modernize	Highway Operational and Interchanges	\$100		\$50	\$50	
17-07-0026	Santa Clara	I-280/Wolfe Road Interchange Improvements	Modernize	Highway Operational and Interchanges	\$97		\$40	\$57	
17-07-0027	Santa Clara	US 101/Mabury Rd./Taylor St. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$82		\$21	\$61	
17-07-0028	Santa Clara	I-280 Mainline Improvements from County line to Sunnyvale	Modernize	Highway Operational and Interchanges	\$60		\$30	\$30	
17-07-0029	Santa Clara	I-280/Saratoga Avenue Interchange Improvements	Modernize	Highway Operational and Interchanges	\$60		\$30	\$30	
17-07-0030	Santa Clara	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Modernize	Highway Operational and Interchanges	\$54		\$34	\$20	
17-07-0031	Santa Clara	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	Modernize	Highway Operational and Interchanges	\$53		\$20	\$33	
17-07-0032	Santa Clara	I-680/ Alum Rock/ McKee Road Interchange Improvements	Modernize	Highway Operational and Interchanges	\$47			\$47	
17-07-0033	Santa Clara	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	Modernize	Highway Operational and Interchanges	\$42			\$42	
17-07-0034	Santa Clara	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Modernize	Highway Operational and Interchanges	\$40		\$20	\$20	

Transportation Project List  
values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0035	Santa Clara	US 101/Buena Vista Ave. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$40		\$20	\$20	
17-07-0036	Santa Clara	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	Modernize	Highway Operational and Interchanges	\$39		\$9	\$30	
17-07-0037	Santa Clara	SR 85/El Camino Real Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28			\$28	
17-07-0038	Santa Clara	US 101/Blossom Hill Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28			\$28	
17-07-0039	Santa Clara	US 101/Old Oakland Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28		\$7	\$21	
17-07-0040	Santa Clara	US 101/Shoreline Blvd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$20			\$20	
17-07-0042	Santa Clara	SR 237/Great America Parkway WB Off- Ramps Improvements	Modernize	Highway Operational and Interchanges	\$15			\$15	
17-07-0043	Santa Clara	SR 237/El Camino Real/Grant Rd. Intersection Improvements	Modernize	Highway Operational and Interchanges	\$6			\$6	
17-07-0044	Santa Clara	Double Lane Southbound US 101 off-ramp to Southbound SR 87	Modernize	Highway Operational and Interchanges	\$3			\$3	
17-07-0051	Santa Clara	Widen Calaveras Blvd. overpass from 4 to 6 lanes	Expand	Express Lanes (Expand) and Roadway Expansion	\$85		\$50	\$35	
17-07-0056	Santa Clara	Bus Stop Improvements	Modernize	Transit Efficiency and Service Improvements	\$47			\$47	
17-07-0057	Santa Clara	Frequent Core Bus Network - 15 minutes	Modernize	Transit Efficiency and Service Improvements	\$658		\$200	\$458	
17-07-0058	Santa Clara	SR 85 Corridor Improvements - reserve amount	Modernize	Transit Efficiency and Service Improvements	\$450			\$450	
17-07-0059	Santa Clara	Implement Stevens Creek Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	\$254		\$254		
17-07-0060	Santa Clara	North First Street light rail speed Improvements	Modernize	Transit Efficiency and Service Improvements	\$12		\$12		
17-07-0061	Santa Clara	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Expand	Transit Expansion	\$386		\$386		
17-07-0062	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Expand	Transit Expansion	\$256		\$256		
17-07-0063	Santa Clara	Mineta San Jose International Airport APM connector - planning and environmental	Expand	Transit Expansion	\$50		\$50		
17-07-0064	Santa Clara	County Safety, Security, Noise and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$25		\$10	\$15	
17-07-0065	Santa Clara	Caltrain Station and Service Enhancements	Modernize	Transit Efficiency and Service Improvements	\$722		\$150	\$572	
17-07-0066	Santa Clara	Future Transit Corridor Studies	Modernize	Transit Efficiency and Service Improvements	\$5		\$5		
17-07-0067	Santa Clara	SR 17 Corridor Congestion Relief in Los Gatos	Modernize	Highway Operational and Interchanges	\$30		\$15	\$15	
17-07-0068	Santa Clara	237 WB Additional Lane from McCarthy to North First	Modernize	Highway Operational and Interchanges	\$52		\$12	\$40	

Plan Bay Area 2040  
 Transportation Project List  
 values in millions of YOY \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0069	Santa Clara	US 101/SR 25 Interchange	Modernize	Highway Operational and Interchanges	\$185		\$150	\$35	
17-07-0070	Santa Clara	SR 237 Express Lanes: North First St. to Mathilda Ave.	Modernize	Express Lanes (Conversions) and Pricing	\$27		\$27		
17-07-0074	Santa Clara	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	Expand	Express Lanes (Expand) and Roadway Expansion	\$198		\$198		
17-07-0075	Santa Clara	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	Expand	Express Lanes (Expand) and Roadway Expansion	\$507		\$507		
17-07-0076	Santa Clara	Santa Clara County Express Lanes Operations and Maintenance	Expand	Express Lanes (Expand) and Roadway Expansion	\$720		\$720		
17-07-0077	Santa Clara	BART – Warm Springs to Berryessa Extension (SVBX)	Expand	Transit Expansion	\$2,522	\$2,324	\$197		
17-07-0078	Santa Clara	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects	Expand	Express Lanes (Expand) and Roadway Expansion	\$821			\$821	
17-07-0079	Santa Clara	Envision Highway Minor Projects	Modernize	Highway Operational and Interchanges	\$56			\$56	
17-07-0080	Santa Clara	Alum Rock/Santa Clara Street Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$115	\$115			
17-07-0081	Santa Clara	I-880 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	\$28		\$28		
17-07-0082	Santa Clara	SR-87 Express Lanes: I-880 to SR-85	Modernize	Express Lanes (Conversions) and Pricing	\$43		\$43		
17-07-0083	Santa Clara	I-680 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	\$91		\$91		
17-07-0084	Santa Clara	I-280 Express Lanes: US-101 to Magdalena Avenue	Modernize	Express Lanes (Conversions) and Pricing	\$113		\$113		
17-07-0085	Santa Clara	Santa Clara County Express Lanes - Environmental and Design Phase for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	\$200		\$200		
17-07-0086	Santa Clara	Santa Clara County Express Lanes - Reserve	Expand	Express Lanes (Expand) and Roadway Expansion	\$384		\$384		
17-07-0087	Santa Clara	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave	Expand	Express Lanes (Expand) and Roadway Expansion	\$44		\$44		
17-07-0088	Santa Clara	Senter Road Widening from Umbarger to Lewis	Expand	Express Lanes (Expand) and Roadway Expansion	\$8		\$2		\$6
17-07-0089	Santa Clara	South Bascom Complete Streets	Expand	Express Lanes (Expand) and Roadway Expansion	\$40		\$8		\$32
17-07-0090	Santa Clara	Widen Brokaw Bridge over Coyote Creek	Expand	Express Lanes (Expand) and Roadway Expansion	\$29		\$6		\$23
17-07-0091	Santa Clara	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$3		\$12
17-08-0001	Solano	Access and Mobility Program	Modernize	Regional and County Access Initiatives	\$113		\$84		\$19
17-08-0002	Solano	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$20		\$10		\$10
17-08-0003	Solano	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$23		\$4		\$19
17-08-0004	Solano	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$17	\$2	\$3		\$12



## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-08-0005	Solano	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$2		\$2		
17-08-0006	Solano	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$17		\$2		\$15
17-08-0007	Solano	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$10		\$10		
17-08-0008	Solano	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$59		\$1		\$58
17-08-0009	Solano	I-80/I-680/SR12 Interchange (Packages 2-7)	Modernize	Goods Movement	\$380	\$5	\$90		\$285
17-08-0010	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Modernize	Highway Operational and Interchanges	\$100		\$55		\$45
17-08-0011	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Modernize	Goods Movement	\$57		\$20		\$37
17-08-0012	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Expand	Express Lanes (Expand) and Roadway Expansion	\$85	\$59	\$26		
17-08-0013	Solano	Conduct planning and design studies along SR-12 corridor in Solano County	Modernize	Goods Movement	\$58		\$10		\$48
17-08-0014	Solano	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Modernize	Transit Efficiency and Service Improvements	\$81	\$63			\$18
17-08-0015	Solano	Solano MLIP Support Projects	Modernize	Transit Efficiency and Service Improvements	\$115		\$10		\$105
17-08-0016	Solano	Vallejo Station Parking Structure Phase B	Modernize	Transit Efficiency and Service Improvements	\$30				\$30
17-08-0017	Solano	I-80 WB Truck Scales	Modernize	Goods Movement	\$170				\$170
17-09-0001	Sonoma	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$173		\$123		\$50
17-09-0002	Sonoma	SMART Rail Freight Improvements	Modernize	Goods Movement	\$10		\$10		
17-09-0003	Sonoma	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$28		\$18		\$10
17-09-0004	Sonoma	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$176	\$19	\$157		
17-09-0005	Sonoma	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$272		\$152		\$120
17-09-0006	Sonoma	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	Expand	Express Lanes (Expand) and Roadway Expansion	\$243		\$120		\$123
17-09-0008	Sonoma	Arata Lane Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	\$4		\$4		
17-09-0009	Sonoma	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	Modernize	Highway Operational and Interchanges	\$56		\$56		
17-09-0010	Sonoma	Hearn Avenue Interchange	Modernize	Highway Operational and Interchanges	\$36		\$36		
17-09-0011	Sonoma	Shiloh Road Interchange Reconstruction	Modernize	Highway Operational and Interchanges	\$27		\$27		
17-09-0012	Sonoma	Cotati Highway 116 Cotati Corridor Improvements	Modernize	Highway Operational and Interchanges	\$20		\$20		
17-09-0013	Sonoma	Petaluma Crosstown Connector and Rainier Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	\$123		\$123		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-09-0014	Sonoma	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	\$72	\$5	\$67		
17-09-0015	Sonoma	Road Diet Extension - Petaluma Boulevard South	Expand	Express Lanes (Expand) and Roadway Expansion	\$3		\$3		
17-09-0016	Sonoma	SMART Petaluma Infill Station	Modernize	Transit Efficiency and Service Improvements	\$11		\$11		
17-09-0017	Sonoma	Enhance bus service frequencies in Sonoma County	Modernize	Transit Efficiency and Service Improvements	\$409		\$80		\$329
17-09-0018	Sonoma	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	Expand	Transit Expansion	\$49		\$49		
17-10-0001	AC Transit	AC Transit Fleet Expansion and Major Corridors	Modernize	Transit Efficiency and Service Improvements	\$340				\$340
17-10-0003	AC Transit	San Pablo Avenue BRT	Modernize	Transit Efficiency and Service Improvements	\$300		\$25		\$275
17-10-0004	AC Transit	Environmental Studies for Bay Bridge Contraflow Lane	Modernize	Transit Efficiency and Service Improvements	\$20				\$20
17-10-0005	BART	BART Metro Program + Bay Fair Connector	Modernize	Transit Efficiency and Service Improvements	\$1,055		\$267	\$200	\$588
17-10-0006	BART	BART Transbay Core Capacity Project (Financing cost included in RTPID 17-10-0016)	Modernize	Transit Efficiency and Service Improvements	\$3,132		\$932	\$400	\$1,800
17-10-0007	CAHSR	California HSR in the Bay Area	Expand	Transit Expansion	\$8,489		\$8,489		
17-10-0008	Caltrain	Caltrain Electrification Phase 1 + CBOSS	Modernize	Transit Efficiency and Service Improvements	\$2,360		\$1,120		\$1,240
17-10-0009	GGBHTD	Golden Gate Bridge Capital and Operations	Operate and Maintain	Highway and Bridge Preservation	\$2,031		\$2,031		
17-10-0010	GGBHTD	Bus and Ferry Service Expansion	Modernize	Transit Efficiency and Service Improvements	\$199		\$199		
17-10-0011	Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	Modernize	Regional and County Access Initiatives	\$890				\$890
17-10-0012	Multi-County	Means-Based Fare Study Implementation	Modernize	Regional and County Access Initiatives	\$150				\$150
17-10-0013	Multi-County	Transportation Management Systems	Modernize	Highway Operational and Interchanges	\$500				\$500
17-10-0014	Multi-County	Bay Trail - non toll bridge segments	Modernize	Multimodal and Bike Ped	\$220		\$8		\$212
17-10-0015	Multi-County	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$535	\$9	\$36		\$490
17-10-0016	Multi-County	Cost Contingency and Financing	Operate and Maintain	Cost Contingency and Debt Service	\$1,000				\$1,000
17-10-0017	Multi-County	Capital Projects Debt Service	Operate and Maintain	Cost Contingency and Debt Service	\$4,100		\$3,000		\$1,100
17-10-0018	Multi-County	Goods Movement Clean Fuels and Impact Reduction Program	Modernize	Goods Movement	\$350				\$350
17-10-0019	Multi-County	Goods Movement Technology Program	Modernize	Goods Movement	\$300				\$300
17-10-0020	Multi-County	New/Small Starts Reserve	Expand	Transit Expansion	\$640				\$640
17-10-0021	Multi-County	Priority Development Area (PDA) Planning Grants	Modernize	Planning, Local Road Operations, and Safety Improvements	\$200				\$200



## Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0022	Multi-County	Local and Streets and Roads - Existing Conditions	Operate and Maintain	Local Streets Preservation and Operations	\$20,698		\$12,918		\$7,780
17-10-0023	Multi-County	Local Streets and Roads - Operations	Operate and Maintain	Local Streets Preservation and Operations	\$12,850		\$12,850		
17-10-0024	Multi-County	Regional and Local Bridges - Existing Conditions	Operate and Maintain	Highway and Bridge Preservation	\$14,550		\$14,300		\$250
17-10-0025	Multi-County	Regional State Highways - Existing Conditions	Operate and Maintain	Highway and Bridge Preservation	\$13,750		\$13,750		
17-10-0026	Multi-County	Regional Transit Capital - Existing Conditions	Operate and Maintain	Transit Capital Preservation	\$30,564		\$5,833	\$3,300	\$21,431
17-10-0027	Multi-County	Regional Transit Operations	Operate and Maintain	Transit Operations	\$119,830		\$103,779		\$16,051
17-10-0028	Multi-County	Clipper	Modernize	Transit Efficiency and Service Improvements	\$1,735		\$661		\$1,074
17-10-0029	Multi-County	511 Traveler Information Program	Modernize	Transit Efficiency and Service Improvements	\$280		\$41		\$239
17-10-0030	Multi-County	SAFE Freeway Patrol	Modernize	Highway Operational and Interchanges	\$150		\$150		
17-10-0031	Multi-County	Regional Transportation Emergency Management Program	Modernize	Planning, Local Road Operations, and Safety Improvements	\$25				\$25
17-10-0032	Multi-County	Regional Rail Station Modernization and Access Improvements	Modernize	Transit Efficiency and Service Improvements	\$360			\$200	\$160
17-10-0033	Multi-County	Bay Area Forward - Active Traffic Management, Arterial Operations, Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan Operations, Transit and Commuter Parking	Modernize	Highway Operational and Interchanges	\$995		\$129		\$866
17-10-0034	Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	Modernize	Multimodal and Bike Ped	\$30	\$10			\$20
17-10-0036	Multi-County	I-580 Access Improvements Project	Modernize	Highway Operational and Interchanges	\$74	\$74			
17-10-0037	Multi-County	Highway 37 Improvements and Sea Level Rise Mitigation PSR	Modernize	Goods Movement	\$24		\$12		\$12
17-10-0038	TJPA	Caltrain/HSR Downtown San Francisco Extension (capital cost is \$3.999 billion)	Expand	Transit Expansion	\$4,250	\$109	\$1,058		\$3,083
17-10-0039	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	Expand	Transit Expansion	\$2,259	\$2,200	\$59		
17-10-0040	WETA	North Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	\$220				\$220
17-10-0041	WETA	Central Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	\$212				\$212
17-10-0042	WETA	Albany/Berkeley Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	\$143				\$143
17-10-0043	Multi-County	Regional Carpool Program	Modernize	Climate	\$60	\$3	\$8		\$48
17-10-0044	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to Red Top Road	Modernize	Express Lanes (Conversions) and Pricing	\$44		\$15		\$29

## Transportation Project List

values in millions of YOY \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0045	Multi-County	I-80 Express Lanes: Westbound Bay Bridge Approaches	Modernize	Express Lanes (Conversions) and Pricing	\$18		\$0		\$18
17-10-0047	Multi-County	I-680 Express Lanes: Northbound from Marina Vista to SR 242	Modernize	Express Lanes (Conversions) and Pricing	\$15		\$2		\$13
17-10-0048	Multi-County	I-680 Express Lanes: Southbound from Marina Vista to Rudgear	Modernize	Express Lanes (Conversions) and Pricing	\$36		\$36		
17-10-0049	Multi-County	I-680 Express Lanes in both directions: Livorna/Rudgear to Alcosta	Modernize	Express Lanes (Conversions) and Pricing	\$56		\$56		
17-10-0050	Multi-County	SR-84 Express Lanes: Westbound from I-880 to Dumbarton Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	\$6		\$2		\$4
17-10-0051	Multi-County	SR-92 Express Lanes: Westbound from Hesperian to San Mateo Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	\$7		\$2		\$5
17-10-0052	Multi-County	I-880 Express Lanes in both directions: Hegenberger/Lewelling to SR-237	Modernize	Express Lanes (Conversions) and Pricing	\$78		\$40		\$38
17-10-0053	Multi-County	I-80 Express Lanes in both directions: Carquinez Bridge to Bay Bridge	Modernize	Express Lanes (Conversions) and Pricing	\$81		\$41		\$40
17-10-0054	Multi-County	MTC Express Lane Program Cost	Modernize	Express Lanes (Conversions) and Pricing	\$113		\$60		\$53
17-10-0055	Multi-County	East and North Bay Express Lanes Operations and Maintenance	Modernize	Express Lanes (Conversions) and Pricing	\$1,512		\$1,512		
17-10-0056	Multi-County	East and North Bay Express Lanes Reserve	Modernize	Express Lanes (Conversions) and Pricing	\$2,164		\$2,164		
17-10-0057	Multi-County	I-880 Express Lanes: Northbound from Hegenberger to Lewelling and bridge improvements	Expand	Express Lanes (Expand) and Roadway Expansion	\$221		\$221		
17-10-0058	Multi-County	I-680 Express Lanes: Northbound from SR-84 to SR-237	Expand	Express Lanes (Expand) and Roadway Expansion	\$394		\$394		
17-10-0059	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to I-505	Expand	Express Lanes (Expand) and Roadway Expansion	\$136		\$136		
17-10-0060	Multi-County	I-680 Express Lanes: Northbound from Rudgear to SR 242 and operational improvements	Expand	Express Lanes (Expand) and Roadway Expansion	\$57		\$57		
17-10-0061	Multi-County	I-680 Express Lanes: I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound direct connectors	Expand	Express Lanes (Expand) and Roadway Expansion	\$140		\$140		
17-10-0062	Multi-County	East and North Bay Express Lanes - Environmental and Design Phases for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	\$200		\$200		
17-10-0063	BART	BART Seismic Safety Augmentation	Modernize	Planning, Local Road Operations, and Safety Improvements	\$90		\$10		\$80
17-10-0064	BART	Hayward Maintenance Complex Phase 1	Modernize	Transit Efficiency and Service Improvements	\$433	\$254	\$179		



DATE: November 28, 2016  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: Status Update: State Route 37 (SR37) Corridor

---

**Background:**

Recognizing current and future congestion and sea level rise challenges facing the SR 37 Corridor, Napa, Marin, Solano and Sonoma County Transportation Authorities have agreed to partner in planning near term and long term solutions for the corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities for this purpose. Subsequently, policy representatives from each county have been meeting regularly as part of the SR 37 Policy Committee to address the SR 37 corridor challenges. Solano County representatives on the SR 37 Policy Committee include:

1. Supervisor Jim Spering representing MTC
2. Supervisor Erin Hannigan representing the County of Solano
3. Mayor Osby Davis representing the STA Board
4. Alternates: Jesse Malgapo, Vallejo; Elizabeth Patterson, Benicia, and Lori Wilson, Suisun City

The SR 37 Policy Committee meets every other month to discuss several items moving in parallel to each other. In May 2016, the Policy Committee received an unsolicited proposal from a private venture capitalist financial group, United Bridge Partners, with an offer to fund improvements on the 2-lane Solano/Sonoma county segment of the corridor between Mare Island and SR 37/SR 121 Intersection. The Policy Committee also agreed to hire Project Financial Advisory Limited (PFAL) to provide financial expertise to the MOU group as it relates to public private partnerships, pure private financing, and traditional public financing options. In addition, the Policy Committee agreed to create a policy framework that addresses the corridor governance, roles and responsibilities, financing, legislation and public outreach.

Recently, the Policy Committee agreed to partner with the Metropolitan Transportation Commission (MTC) and Caltrans to develop a Project Initiation Document (PID) equivalent report that evaluates the corridor and identifies a project to address congestion and sea level rise challenges. This work is scheduled to begin in 2017.

**Discussion:**

The SR 37 Policy Committee's most recent meeting was held on November 3<sup>rd</sup> and agenda topics discussed are included in the Background section of this report. Here is the current status of each:

1. Unsolicited Proposal submitted by United Bridge Partners (UBP)

The Policy Committee spent the last three meetings discussing UBP's unsolicited proposal and initially responded with several questions. The fundamental issue with UBP's proposal is that it is reliant on Caltrans' relinquishment of the corridor segment to a potential, as yet to be determined, Joint Powers Authority. This relinquishment requires legislative actions and close coordination with Caltrans. Other challenges presented in proposal related to obtaining property rights, non-compete clauses outside the relinquished area, financial commitment to the project and toll rates. A follow up response to the Policy Committee's questions was provided by UBP; however, not all of the questions were adequately addressed.

It was decided at the November 3<sup>rd</sup> Policy Committee meeting that a formal response be provided to UBP that explains further dialog would not be productive without legislative and 3rd party approvals in place. However, the Policy Committee agreed to continue delving into policy questions that the unsolicited proposal presented and to consider UBP's proposal at a later time.

2. Project Financial Advisory Limited (PFAL)

Six public case studies related to financing large capital transportation projects were presented by PFAL at the Policy Committee over the last two meetings. Currently, PFAL is working to develop a toll revenue analysis and a financial roadmap for each option. The options will include how to navigate legislative challenges, corridor relinquishments and necessary partners to move forward on public private partnerships, complete privatization and traditional transportation financial options. Their work products are anticipated to be presented at the March 2, 2017 Policy Committee.

Attachment A includes a corridor improvement timeline that illustrates the challenge of utilizing a traditional public finance option. The timeline has optimal assumptions related to each of the four North Bay counties prioritizing the corridor and dedicating their limited future State Transportation Improvement Program (STIP) shares toward SR 37 corridor improvements (assuming the STIP is made whole). It also assumes that the State dedicate the population share of the Interregional Transportation Improvement Program (ITIP) funds toward the project as well. The result is that even under extremely optimal conditions, it will take approximately 80 to 90 years for the corridor improvements to have enough funds for transportation improvements. This timeframe is beyond the projected timeframe for sea level rise inundation as projected by the UC Davis Study.

3. Corridor Policy Questions

The Policy Committee began addressing policy questions over the last two meetings. The policy questions are being presented over a series of meetings in groups of one or two categories. Attachment B includes the policy questions and the meeting dates of when the policy questions will be discussed over the course of the next three Policy Committee meetings. The Policy Committee approved the Roles and Responsibilities and Public Outreach policy questions at their November 3<sup>rd</sup> meeting.

4. Project Initiation Document (PID) Equivalent: SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

The four North Bay MTC commissioners participating on the Policy Committee agreed to request funding from MTC to develop a PID document or its equivalent. As a result, MTC has agreed to provide the majority of the funding for the study with only an 11% match requirement toward this effort. The four North Bay Transportation Authorities agreed to split

the local match requirement. The Plan is estimated to cost \$800k. Caltrans District 4 has also proposed to assist in providing an estimated \$75,000 funding for the public outreach effort of the Plan's development. Currently, MTC released a Request for Proposal that includes the attached scope of work (Attachment C) and anticipates completing their procurement process by January 2017. Staff from STA and the other three North Bay Transportation Authorities are participating in the selection process. Again, the primary objectives of the Plan are to:

1. Develop a corridor plan and 2) identify and define a project that addresses congestion and sea level rise.
2. Identify and define a project that addresses current and future traffic congestion and future sea level rise.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Traditional Public Finance Option Timeline
- B. SR 37 Policy Questions
- C. SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Scope of Work

This page intentionally left blank.



DATE: November 15, 2016  
TO: STA Board  
FROM: Drew Hart, Associate Planner  
RE: Active Transportation Program (ATP) – Cycle 3 Update

---

**Background:**

The Active Transportation Program (ATP) is the statewide funding program for bicycle and pedestrian projects. The program began in 2014 and has continued to be developed and refined this year. STA’s Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide ATP grant funding in Cycle 1. In Cycle 2, no Solano County applications received any funding at the state level, however the Safe Routes to School application (\$3.067 million) submitted by STA in partnership with the cities of Benicia and Vallejo was awarded funds from the regional program by the Metropolitan Transportation Commission (MTC).

Applications for Cycle 3 were due June 15, 2016.

Solano applicants have two funding opportunities:

- Statewide competition: \$120M
- Regional competition through MTC: \$20M

Three applications were submitted from Solano agencies.

**Discussion:**

On October 28, 2016 the California Transportation Commission released the staff recommendations for the statewide funds totaling \$131 million. The City of Fairfield’s East Table Avenue project has been recommended for State ATP Cycle 3 funding.

The following is a list of the applications with their funding requests, a brief summary, and the statewide score:

**Fairfield – East Tabor Avenue** **\$1.7 M** **State Score: 89**

Install new sidewalk on north side of East Tabor Avenue to serve students traveling to Tolenas Elementary which is located in Solano County and Grange Middle School located in Fairfield. The project will also widen the existing sidewalk on Tolenas Road from Tolenas Elementary to East Tabor Avenue, and increase landing area at the intersection of East Tabor/Tolenas.

*Project Sponsor: City of Fairfield*

**Suisun City – McCoy Creek Trail** **\$4.1 M** **State Score: 82**

Phase I, of a 3 phase project. Connect to existing Class I path at Pintail Dr. Build path along McCoy Creek from Pintail Dr, connecting to existing Class I facility to Humphrey Dr. Construct bridge over Laurel Creek.

*Project Sponsor: City of Suisun City*

**Vallejo – Bay Trail/Vine Trail****\$4.2 M****State Score: 56**

Construct segments of the Vine Trail in the City of Vallejo, including from Napa County Line, under SR 37 along Broadway Street, and to Sonoma Boulevard/SR 29. Construct segments of the Bay Trail. Construct the joint Bay Trail/Vine Trail segment from SR 37/ Sacramento Street onto Wilson Avenue.

*Project sponsor: City of Vallejo*

MTC has delayed their release of the staff recommendations for the regional funds. It is anticipated to be released at the first of December. No regional recommendations were released at the time this staff report was prepared.

**Recommendation:**

Informational.





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

---

**Background:**

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

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

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

**Discussion:**

***Countywide In-Person ADA Eligibility Program Update***

Between July 2015 and June 2016, CARE Evaluators scheduled 1,990 ADA eligibility interviews and conducted 1,185 evaluations in Solano County. The number of completed evaluations in FY 2015-16 decreased by 147 (11%) from FY 2014-15 to FY 2015-16

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

Of the 1,185 assessments that took place from July 2015 through June 2016, 974 were given unrestricted eligibility (82%), 20 were denied, 12 were given trip-by-trip eligibility, 64 were given conditional eligibility, and 116 were given temporary eligibility.

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. From July 1, 2015 to June 30, 2016, 615 out of 1,185 (52%) of all assessments requested a paratransit trip to the assessment site.

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

**Recommendation:**

Informational.

Attachment:

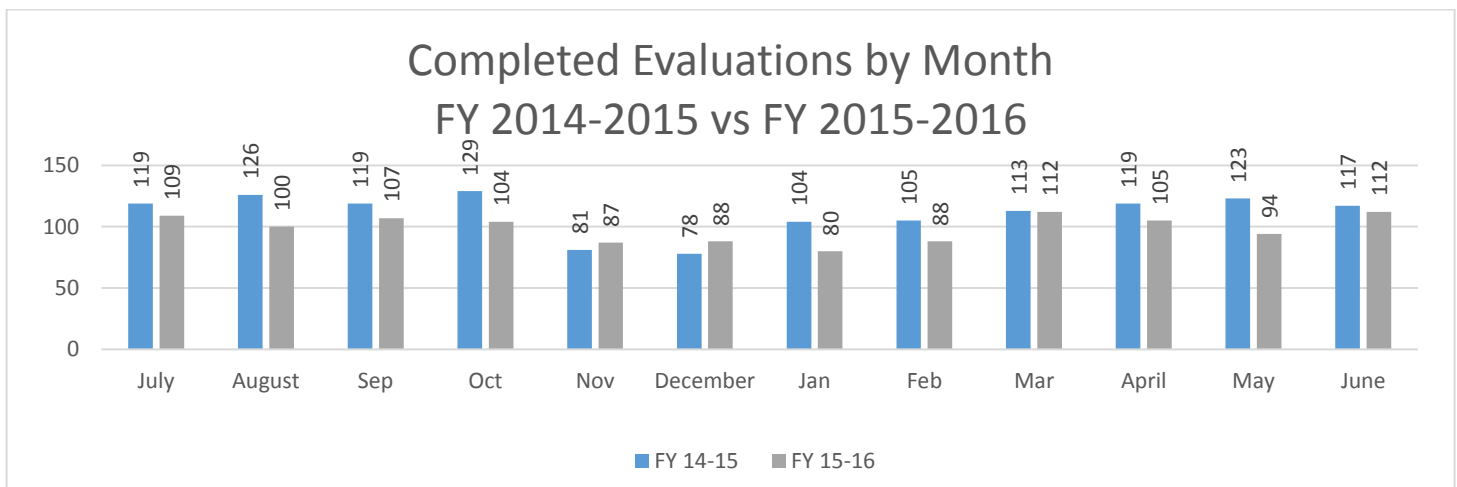
- A. Countywide In-Person ADA Eligibility Program FY 2015-16 Annual Report

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

### Applicant Volume and Productivity by Location

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

### Comparison of Completed Evaluation by Month



### New versus Recertification

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

## Eligibility Results by Service Area

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

## Paratransit vs. Own Transportation

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

## Type of Disability

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



DATE: November 14, 2016  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano Mobility Travel Training Report- November 2016

---

**Background:**

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

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

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

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

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

**Discussion:**

***Solano Mobility Call Center Referrals***

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

### ***Volunteer Travel Ambassador Program***

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

### ***One-on-One Travel Training***

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

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

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

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

### **Recommendation:**

Informational.



DATE: December 5, 2016  
 TO: STA Board  
 FROM: Drew Hart, Associate Planner  
 RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional</b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
1.	Office of Traffic Safety Grants	TBD	January 31, 2017
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

This page intentionally left blank.



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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>Office of Traffic Safety</b>	(916) 509-3030 <a href="mailto:ContactOTS@ots.ca.gov">ContactOTS@ots.ca.gov</a>	January 31, 2017	TBD	Various safety-focused grants available including Pedestrian and Bicycle Safety, and Roadway Safety and Traffic Records	N/A	The California Office of Traffic Safety will be in Sacramento presenting grant funding opportunities that are available, and how you can apply. We will be introducing the new Grant Electronic Management System (GEMS) and demonstrating how to use GEMS during the application process. <b>Please register early, seating is limited.</b>

\*New Funding Opportunity

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



DATE: December 7, 2016  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: 2017 STA Board and Advisory Committees Meeting Schedule

---

**Discussion:**

Attached is the 2017 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 2017



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2017**

**SUMMARY:**  
 STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium : Meets Last Tuesday of Every Month  
 TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 1<sup>st</sup> Thursday of every Even Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., January 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., February 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 21	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 22	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Tues., March 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Thurs., May 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Events Center	Confirmed
Tues., May 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 27	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., August 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Tues., September 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., October 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 8	6:00 p.m.	STA's 20 <sup>th</sup> Annual Awards	TBD	Confirmed
Wed., November 15	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Tues., November 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Fri., December 1	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Tentative
Thurs., December 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 19	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 20	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed