



# SOLANO TRANSPORTATION AUTHORITY

**Member Agencies:**

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

*Solano Transportation Authority  
... working for you!*One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074  
Email: [info@sta.ca.gov](mailto:info@sta.ca.gov) ♦ Website: [sta.ca.gov](http://sta.ca.gov)**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA****1:30 p.m., Tuesday, June 27, 2017****Solano Transportation Authority****One Harbor Center, Suite 130****Suisun City, CA 94585****ITEM****STAFF PERSON****1. CALL TO ORDER**

Nathaniel Atherstone, Chair

**2. APPROVAL OF AGENDA****3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

**4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

(1:35 – 1:40 p.m.)

- **Status of SolanoExpress Bus Replacement Funding Agreements**

Daryl Halls

**5. CONSENT CALENDAR**Recommendation: Approve the following consent items in one motion.

(1:40 – 1:45 p.m.)

**A. Minutes of the Consortium Meeting of May 30, 2017**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of May 30, 2017.

**Pg. 5**
**B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA)  
Matrix – July 2017 – Solano County Transit and revised Solano  
Transportation Authority (STA)**

Liz Niedziela

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the July FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes SolTrans and revised TDA claim for STA.

**Pg. 9****CONSORTIUM MEMBERS**

<u>Janet Koster</u>	<u>Nathan Atherstone</u>	<u>Debbie McQuilkin</u>	<u>Michael Abegg</u>	<u>Brian McLean</u>	<u>Rachel Ford</u>	<u>Judy Leaks</u>	<u>Liz Niedziela</u>
Dixon Readi-Ride	(Chair) Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano Dept. of Health & Social Svcs.	SNCI	STA  <u>Brandon Thomson</u> STA Staff

The complete Consortium packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

## 6. ACTION - FINANCIAL ITEM

### A. Regional Transportation Impact Fee Transit Working Group 6 - Transit Project Selection

Robert Guerrero

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Fairgrounds Dr./SR 37 SolanoExpress Bus Stop as the next priority project for future RTIF revenue generated by Working Group 6 through FY 2017-18 and FY 2018-19.

(1:45 – 1:50 p.m.)

**Pg. 15**

## 7. ACTION NON-FINANCIAL ITEMS

### A. SolanoExpress Operations Implementation Plan

Jim McElroy

#### Recommendations:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to:

1. Implement two phases of SolanoExpress service changes as shown in Attachment A:
  - A. About January 1, 2018: Phase 1, Yellow, Red Express and Blue Lines
  - B. About July 1, 2018: Phase 2, Red Line
2. Work with the SolanoExpress providers to implement a new unified fare structure across all SolanoExpress services, as generally identified in this agenda item;
3. Work with the SolanoExpress providers to proceed with hearings and outreach to comply with regulatory and funding regulations and laws;
4. Develop and implement outreach and marketing plans to promote the SolanoExpress service changes.

(1:50 – 2:05 p.m.)

**Pg. 19**

### B. Approval of SolanoExpress Bus Stop Locations as Part of SolanoExpress Operations Implementation Plan

Robert Guerrero

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the SolanoExpress Bus Stop Locations for the new SolanoExpress Operations Implementation Plan as specified in Attachment C and included locations at:

1. Fairfield Solano Community College Main Campus as shown in Attachment A;
2. Vacaville Solano Community College Satellite Campus as shown in Attachment B; and
3. Fairgrounds Drive/State Route 37 as shown in Attachment C

(2:05 – 2:20 p.m.)

**Pg. 29**

## 8. INFORMATIONAL ITEMS – DISCUSSION

- |  |             |
|--|-------------|
| <b>A. Update on First/Last Mile Pilot - Suisun Train Depot/Solano Business Park</b><br>(2:05 – 2:10 p.m.)<br><b>Pg. 37</b> | Sean Hurley |
| <b>B. Solano Mobility Call Center/Transportation Info Depot Monthly Update</b><br>(2:10 – 2:15 p.m.)<br><b>Pg. 39</b>      | Sean Hurley |

### NO DISCUSSION

- |   |             |
|---|-------------|
| <b>C. Legislative Update</b><br><b>Pg. 41</b>               | Jayne Bauer |
| <b>D. Summary of Funding Opportunities</b><br><b>Pg. 51</b> | Drew Hart   |

<b>9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES</b>	Group
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<b>10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS</b>	Group
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#### August 2017

- A. FY 2018-19 State Transit Assistance Funds (STAF)
- B. SolanoExpress Marketing Update
- C. TDA Matrix and TDA Claims (Round 3)
- D. Status of Intercity Taxi Program – Non Ambulatory
- E. Update on Clipper 2
- F. Update on Solano Community College Student Fee

#### September 2017

- A. Update on Fare Application
- B. Solano Mobility Update
- C. Senior and Disabled Summit Updates
- D. First/Last Mile Pilot Update
- E. TDA Matrix and TDA Claims (Round 4)
- F. Discussion of SolanoExpress Performance Targets and Intercity Funding Agreement

## 12. ADJOURNMENT

No meeting in July. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 29, 2017.**

### Meeting Schedule for the Remainder of Calendar Year 2017

No Meeting in July  
1:30 p.m., Tues., August 29, 2017  
1:30 p.m., Tues., September 26, 2017  
No Meeting in October  
1:30 p.m., Tues., November 28, 2017  
1:30 p.m., Tues., December 19, 2017

The complete Consortium packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

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707-399-3239



**INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of May 30, 2017**

**1. CALL TO ORDER**

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

**Members**

<b>Present:</b>	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Debbie McQuilkin	Rio Vista Delta Breeze
	Michael Abegg, Vice Chair	Solano County Transit (SolTrans)
	Liz Niedziela	STA
	Rachel Ford	County of Solano – Health & Social Services
	Brian McLean (By Phone)	Vacaville City Coach

**Members**

<b>Absent:</b>	Judy Leaks	SNCI
	Janet Koster	Dixon Read-Ride

**Also Present (In Alphabetical Order by Last Name):**

Diane Feinstein	FAST
Robert Guerrero	STA
Daryl Halls	STA
Johanna Masiclat	STA
Lloyd Nadal	STA
Mary Pryor	STA Project Manager
Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Liz Niedziela, and a second by Rachel Ford, the SolanoExpress Intercity Transit Consortium approved the agenda. (6 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

None presented.

**5. CONSENT CALENDAR**

On a motion by Rachel Ford, and a second by Vice Chair Michael Abegg, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through C to include administrative changes to the Solano TDA Matrix for FY 2017-18 on Item 5.B. (6 Ayes)

**A. Minutes of the Consortium Meeting of April 25, 2017**

Recommendation:

Approve the Consortium Meeting Minutes of April 25, 2017.

**B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix - June 2017 – City of Vacaville and Solano Transportation Authority (STA)**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes City of Vacaville and STA.

**C. SolanoExpress Service Mid-Year Report**

Recommendation:

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

**6. ACTION FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2017-18 Intercity Funding Agreement and FY 2015-16 Reconciliation**

Mary Pryor reviewed a series of documents which provide data from FAST and SolTrans for reconciling the FY 2015-16 revenues and expenditures for the intercity routes, and projections of the FY 2017-18 costs and subsidies for the SolanoExpress service. She noted that this data is compiled into summaries of the annual amounts each funding participant will owe for FY 2017-18, after accounting for the FY 2015-16 reconciliation. She added that STA staff will request information from SolTrans and FAST for actual costs that exceed the \$135 per hour performance target rate agreed to in the SolanoExpress Transit Corridor Study.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following for SolanoExpress:

1. Cost Sharing Reconciliation of FY 2015-16 subsidies by jurisdiction; and
2. SolanoExpress Cost Sharing Summary for FY 2017-18 as shown in Attachment E Tab 6.

On a motion by Vice Chair Michael Abegg, and a second by Rachel Ford, the SolanoExpress Intercity Transit Consortium approved the recommendation. (6 Ayes)

**7. ACTION NON-FINANCIAL ITEMS**

**A. STA Overall Work Plan (OWP) for Fiscal Years (FY's) FY 2017-18 and 2018-19**

Daryl Halls noted that unless there are any changes, he requested to forward this item to the STA TAC and Board for final approval of the STA's OWP for FY 2017-18 and FY 2018-19.

Based on input, the SolanoExpress Intercity Transit Consortium requested two modifications to the OWP. Brian McLean requested the Vacaville Intermodal Station be deleted based on the revised schedule at the site. Based on input provided by Nathan Atherstone prior to the meeting, item 2 was requested.

1. *Delete Vacaville Intermodal Station – Phase 2 off of the list of projects of larger planned transit projects that are not fully funded.*
2. *Add Bullet Under Status to Project #29, Countywide Transit Coordination*
  - *Review opportunities for fare collection technology utilizing the Solano Community College as pilot*

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the STA OWP for FY 2017-18 and FY 2018-19.

On a motion by Rachel Ford, and a second by Vice Chair Michael Abegg, the SolanoExpress Intercity Transit Consortium approved the recommendation to include modifications shown above in ***bold italics***. (6 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Regional Transportation Impact Fee Working Group 6 - Transit**

Robert Guerrero addressed that the Transit Working Group 6 previously selected the Benicia Transit Bus Hub as the priority for RTIF funding followed with an allocation of \$260k. He noted that this project also received a separate allocation of \$60k from RTIF Working Group 3 for a total allocation of \$336k. He added that the City of Benicia and the STA coordinated on financing the Bus Hub project given that the RTIF funding is reliant on development market conditions. Mr. Guerrero stated that the Benicia Bus Hub project is anticipated to be completed in June 2017 and the City of Benicia is ready to be reimbursed for funding. He cited that staff estimates \$66k as the average annual revenue collected for this Working Group, and he is projecting the Benicia Bus Hub's financed amount of \$95k to be paid by FY 2019-20 and recommend that the Working Group 6 consider another transit project for future RTIF revenue.

**B. Solano Community College (SCC) Student Transportation Fee Update**

Lloyd Nadal reported that staff recently met with SCC staff to explore opportunities to develop a useful "product" that may be more appealing for students to purchase such as the Clipper Card Institutional Program. He noted that the key to this program is an agreement amongst the operators on a basic, countywide unlimited access "product" for SCC students and that seeking to split the fees would be financially beneficial for the operators and provide better marketing accessibility and convenience for SCC and its students. Mr. Nadal specified that STA staff is following up with the three transit operators to reach a consensus on a program for the second year of the pilot period that can be presented to SCC as a proposal.

**NO DISCUSSION**

**C. Legislative Update**

**D. Solano Mobility Call Center/Transportation Info Depot Monthly Update**

**E. Summary of Funding Opportunities**

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

Group

**10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

Group

**11. ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 27, 2017.**

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DATE: June 15, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix – July 2017 – Solano County Transit and revised Solano Transportation Authority (STA)

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**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 agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

The Solano FY 2017-18 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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 July TDA matrix for FY 2017-18 (Attachment B) is scheduled to be submitted to the STA Board for approval on July 12, 2017.

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 2015-16 audited amounts were reconciled to the estimated amounts for FY 2015-16. The reconciliation amounts and the estimated amounts for FY 2017-18 are merged to determine the cost per funding partner.

**Discussion:**

The reconciling calculations for FY 2015-16 planned versus actual subsidies from the local jurisdictions are approximately \$440,000 less than had been budgeted for. Each of the local jurisdictions, except Dixon, will receive a credit toward the subsidy required for the FY 2017-18 Solano Express operations. Solano County's contribution does not change. Dixon's subsidy requirement increased by \$5,666, primarily due to lower than anticipated fare revenue on Route 30.

For FY 2017-18, the following two TDA claims are being brought forward for review:

**Solano Transportation Authority TDA Revision**

STA previously requested \$1,033,696 in FY 2017-18 TDA funds which was approved by the STA Board. TDA funds in the amount of \$521,046 will be used for transit programs, administration, coordination, and planning. TDA funds in the amount of \$141,845 will be claimed against the Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station for FY 2013-14, FY 2014-15, FY 2015-16, and FY 2016-17. Solano County TDA funds in the amount of \$512,650 are to be claimed for the Intercity Taxi Scrip Program (\$472,650) and Faith in Action's program (\$40,000) to provide medical transportation for seniors. This amount may be subject to future modification pending discussions with the Consortium regarding Intercity Taxi Scrip Program contributions from each jurisdiction and implementation of Phase 2 of the program.

The revised TDA amount includes an additional \$65,000 to be claimed against Rio Vista's TDA to pay back a funding swap from 5311 funding. The \$65,000 will be used as capital to fund the SolanoExpress bus stop project. The second revision is the \$141,845 TDA claim against Suisun City. The total claim amount has not changed, but \$63,548 of the \$141,845 is the Suisun City's loan repayment which will be used for the Fairground Transit Facility Study.

STA is requesting a revised amount of \$1,098,696 in TDA funds, an addition of \$65,000. STA's TDA claim amounts are included in Attachment B the TDA matrix.

**Solano County Transit (SolTrans)**

SolTrans requested \$8,335,741 in their local TDA funds. TDA funds in the amount of \$5,310,570 will be used for operating, and \$3,025,171 will be used for capital projects.

SolTrans' capital projects include:

- \$270,000 for vehicle maintenance
- \$200,000 for facility maintenance
- \$82,771 for information technology
- \$1,600,000 for bus replacements
- \$872,400 for compressed natural gas (CNG) fueling facility

SolTrans TDA claim amounts are included in Attachment B, the TDA Matrix. Both the SolTrans and revised STA TDA claims are scheduled for the July 12th meeting of the STA Board.

Additional TDA claims from agencies will be brought to the Consortium meeting of August 29th and added to the TDA Matrix in preparation for the STA Board meeting on September 13, 2017.

**Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning, and coordination, and programs. STA claims Suisun City TDA for maintenance of the Suisun Amtrak Station and County TDA for the Intercity Taxi Scrip Program. The STA Board approval of the July 2017 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by SolTrans from their local TDA funds and by STA from various local TDA funds.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the July FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes SolTrans and revised TDA claim for STA.

Attachments:

- A. FY 2017-18 TDA Fund Estimate for Solano County dated February 22, 2017
- B. FY 2017-18 Solano TDA Matrix for July 2017

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**FY 2017-18 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SOLANO COUNTY**

Attachment A  
Res No. 4268  
Page 9 of 17  
2/22/2017

FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
<b>FY2016-17 Generation Estimate Adjustment</b>			<b>FY2017-18 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Revised Estimate (Feb, 17)	18,508,568		<b>FY2017-18 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		735,132	14. MTC Administration (0.5% of Line 13)		92,543
<b>FY2016-17 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	3,676		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) <sup>1</sup>	3,676		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	22,054		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		29,406	<b>FY2017-18 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		705,726	19. Article 3.0 (2.0% of Line 18)		355,365
<b>FY2016-17 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	14,115		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		691,611	22. TDA Article 4 (Lines 20-21)		17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		691,611			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(307,353)	0	341,250	14,115	506,517	355,365	861,882
Article 4.5										
<b>SUBTOTAL</b>	<b>454,872</b>	<b>3,633</b>	<b>458,505</b>	<b>(307,353)</b>	<b>0</b>	<b>341,250</b>	<b>14,115</b>	<b>506,517</b>	<b>355,365</b>	<b>861,882</b>
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	31,104	1,337,308	776,613	2,113,921
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	180,058	1,078,456	4,535,754	5,614,210
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	12,985	408,606	332,122	740,728
Solano County	1,158,796	6,193	1,164,989	(598,596)	0	753,163	31,407	1,350,963	784,315	2,135,278
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	46,724	46,969	1,171,040	1,218,009
Vacaville	7,141,004	39,952	7,180,956	(2,967,211)	0	3,686,482	153,209	8,053,436	3,838,959	11,892,395
Vallejo/Benicia <sup>4</sup>	7,990,922	29,989	8,020,911	(9,945,605)	0	5,736,777	236,124	4,048,206	5,974,057	10,022,263
<b>SUBTOTAL</b>	<b>20,445,313</b>	<b>102,429</b>	<b>20,547,742</b>	<b>(21,636,658)</b>	<b>0</b>	<b>16,721,249</b>	<b>691,611</b>	<b>16,323,944</b>	<b>17,412,860</b>	<b>33,736,804</b>
<b>GRAND TOTAL</b>	<b>\$20,900,186</b>	<b>\$106,061</b>	<b>\$21,006,247</b>	<b>(\$21,944,012)</b>	<b>\$0</b>	<b>\$17,062,499</b>	<b>\$705,726</b>	<b>\$16,830,461</b>	<b>\$17,768,225</b>	<b>\$34,598,686</b>

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 TDA Matrix      June 2017

Attachment B

FY 2017-18																											
						Paratransit		Local Transit					Intercity														
AGENCY	TDA Est from MTC, 2/22/17	Projected Carryover 2/22/17	Carryover Adjustment 2/28/17	Available for Allocation 2/22/17	FY2016-17 Allocations / Returns after 1/31/17	ADA Subsidized Intercity Taxi	Paratransit	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt 85	FAST Rt. 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal	STA Planning	Other Swaps	Transit Capital	Total	Balance	
	(1)	(1)	(2)	(1)	(3)	(4)				(5)										(6)	(6)	(7)	(8)	(9)			
Dixon	776,613	1,337,308		2,113,921		5,000							\$ 4,911	\$112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700			\$ 169,878	1,944,043	
Fairfield	4,535,754	1,078,456		5,614,210		40,000							\$ 96,554	\$135,088	\$167,970	\$ 40,714	\$ 25,114	\$107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$132,533			\$ 839,580	4,774,630	
Rio Vista	332,122	408,606		740,728		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699			65,000	\$ 79,699	661,029
Suisun City	1,171,040	46,969		1,218,009		0							\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$141,845		\$ 377,403	840,606	
Vacaville	3,838,959	8,053,436		11,892,395	172,853	70,000	475,291				905,260		\$139,981	\$192,801	\$131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$112,196		1,329,000	\$ 3,642,792	8,249,603	
Vallejo/Benicia (SolTrans)	5,974,057	4,048,206	39,810	10,062,073		85,000	1,346,163					2,472,761	\$ 31,729	\$ 90,533	\$ 31,941	\$541,986	\$266,902	\$291,623	\$ 12,772	\$ 166,976	\$1,100,511	\$174,530	\$186,830	3,025,171	\$ 8,557,941	1,504,132	
Solano County	784,315	1,350,963	-39,810	2,095,468		512,650							\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925			\$ 694,037	1,401,431	
Total	17,412,860	16,323,944	0	33,736,804	172,853	717,650	1,821,454	0	0	0	905,260	2,472,761	\$307,726	\$603,300	\$416,735	\$667,839	\$331,337	\$492,470	183,053	\$1,510,814	\$1,491,645	\$521,046	\$328,675	\$4,419,171	\$14,361,330	19,375,474	

NOTES:

Background colors on Rt. Headings denote operator of intercity route  
Background colors denote which jurisdiction is claiming funds

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17 and \$180,000 route planning allocation, per MTC 5/8/17.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 \$50,000 unclaimed and FY17-18 \$50,000 and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment for Fairground Transit Facility Study (9). SolTrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc. As part of a funding swap, STA will claim \$65,000 against Rio Vista TDA and use the funding for SolanoExpress bus stops



DATE: June 19, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Guerrero, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Transit Working Group 6 - Transit Project Selection

---

**Background:**

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with \$4.012 million collected as of the 3<sup>rd</sup> Quarter of Fiscal Year 2016-17.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated, with the City of Fairfield (three) and the County of Solano (six) participating in multiple Working Groups. Attachment A illustrates the five RTIF Working Group boundaries. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and transit related projects. The selected RTIF eligible transportation projects for each Working Group are:

1. Jepson Parkway – Working Group District 1
2. Hwy 12/Church Road Project – Working Group District 2
3. Fairgrounds Drive – Working Group District 3
4. Green Valley Overcrossing – Working Group District 4
5. SR 113 Corridor – Working Group District 5
6. Benicia Bus Hub – Transit Working Group District 6
7. County Eligible Roads – County Unincorporated Working Group District 7

The RTIF Working Groups meet at least once annually to provide a status update on the program and the selected project.

**Discussion:**

The Transit Working Group 6 met as part of the May 22, 2017 SolanoExpress Consortium meeting. STA staff provided the Transit Working Group 6 an update on the program, including the RTIF funding status of the the Benicia Transit Bus Hub project which is their number one priority project. Working Group 6 committed \$276,000 to assist in completing the project and has collected \$200,484 in RTIF funds. Revenue from the RTIF depends entirely on the development activity within the Working Group District. This leaves a remaining financial commitment of \$75,516 which is projected to be collected by the end of FY 2017-18.

With the completion of the Bus Hub project is anticipated for June 2017, STA staff recommends Working Group 6 consider the County Fairgrounds Drive SolanoExpress Stop as the next priority project. The estimated cost to complete the project is \$1.825 million with \$1million identified through Congestion Mitigation and Air Quality Program (CMAQ) funds to be provided by MTC. A separate recommendation is being made by RTIF Working Group 3 to apply their revenue (\$78,000 estimated through the end of FY 2016-17) towards this project. This leaves an estimated funding shortfall of \$650,000, of which future RTIF revenue from Working Group 3 and 6 can be applied and potentially matched to assist in completing the project.

The RTIF can be applied to any phase of the project. Therefore, STA staff is recommending any additional RTIF revenue collected (beyond the Benicia Bus Hub RTIF Funding commitment) through FY 2022-23 be allocated towards the Fairgrounds Dr./SR 37 SolanoExpress Bus Stop.

**Fiscal Impact:**

None to the STA Budget. The Working Group 6 RTIF funding commitment toward the Benicia Bus Hub project is nearing completion with a remaining balance of \$75,388 (anticipated to be collected in FY2017-18). STA staff is recommending any additional RTIF revenue collected for RTIF Working Group 6 for FY 2017-18 through FY 2018-19 be applied toward the Fairgrounds Drive/SR 37 SolanoExpress Bus Stop.

**Recommendation:**

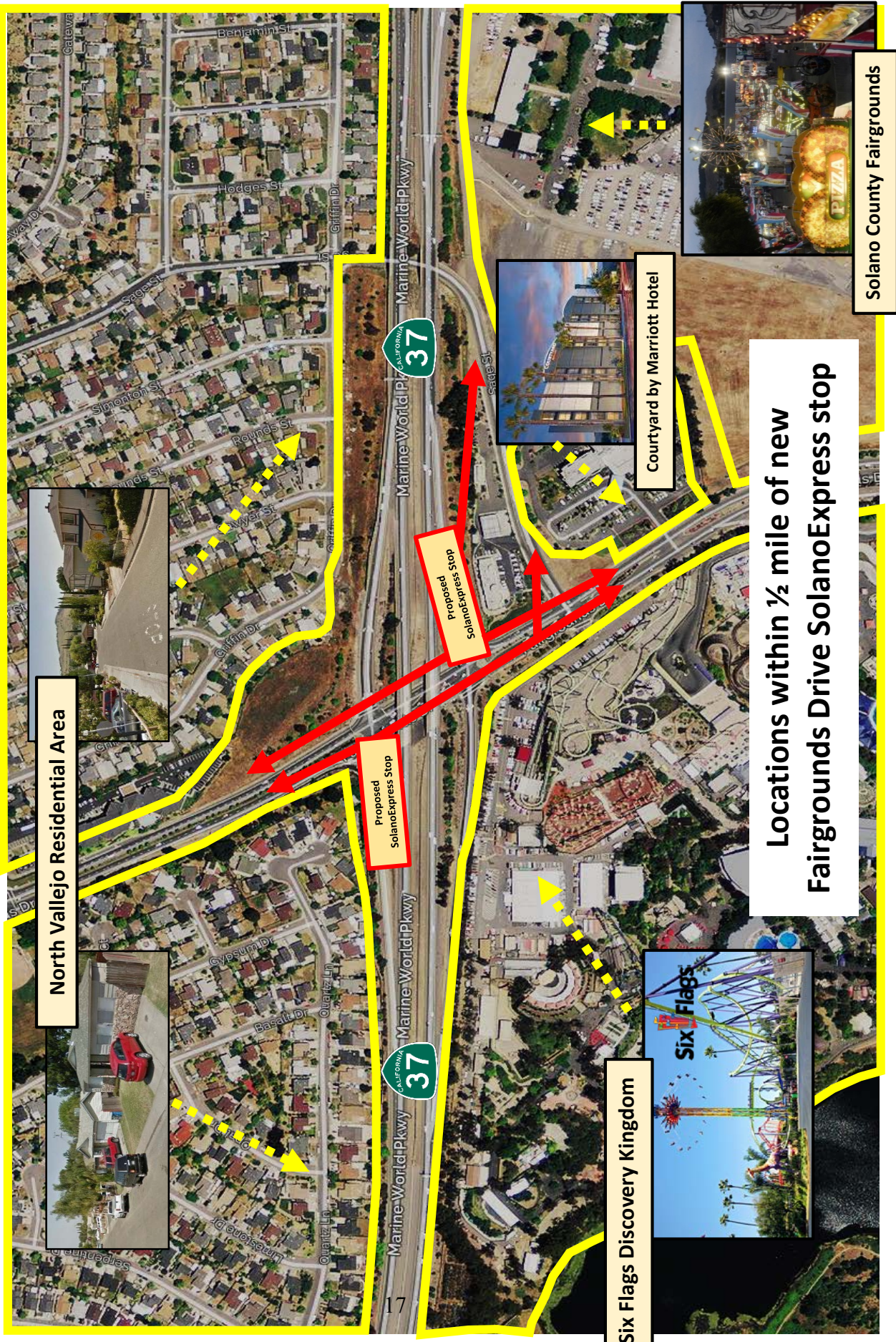
Forward a recommendation to the STA TAC and Board to approve the Fairgrounds Dr./SR 37 SolanoExpress Bus Stop as the next priority project for future RTIF revenue generated by Working Group 6 through FY 2017-18 and FY 2018-19.

Attachment:

- A. Map of Fairground Drive/SR 37 SolanoExpress Bus Stop



# SolanoExpress



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DATE: June 14, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jim McElroy, Project Manager  
Brandon Thomson, Transit Mobility Coordinator  
RE: SolanoExpress Operations Implementation Plan

---

**Background/Discussion:**

The STA Board is engaged in a process to revamp the SolanoExpress system. The last system review was completed in 2004. The I-80/I-680/I-780/SR 12 Transit Corridor Study, which is the basis of the proposed changes, was completed in December 2014. That Study made findings about the current system that included:

1. Built upon expedience and opportunity.
2. Not clear or easy to understand
3. There are areas of duplication
4. Except for the Route 80, the service does not meet key performance standards
5. Connections between Solano cities are slow and infrequent

The December 2014 study analyzed the existing service and selected a preferred alternative. Since that time the following key activities have been completed:

1. Refined the preferred alternative
2. Implementation planning
3. Developed schedules and operating framework
4. Identified key capital projects
5. Initiated funding and implementation plans for capital projects

This agenda item is to act on implementing the service changes. Following is an overview of key project components.

**Consolidated Routing**

The routes network is consolidated from the existing seven disparate routes into three routes plus a temporary transition commute route. Route consolidation is the most significant outcome of the implementation since it makes for easier travel between destinations within and outside of Solano County. Further, the consolidation builds a framework upon which more frequency and extended hours can be added as new funding and demand are generated. Attachment A is an overview of the consolidation.

**New Schedules**

New draft schedules have been created based on current congestion issues and potential for attracting and retaining riders. Here are some examples:

- Access to Solano Community College – VacaValley and Suisun Valley is added with direct service to Dixon and Fairfield.

- Faster access to and from Vallejo and Fairfield is added.
- More frequent and improved on-time performance is added to and from Sacramento.
- Direct service to the Amtrak Station in Suisun is added from Vallejo and Fairfield.
- Dixon and Vacaville will have direct service to BART.

Attachment B is the current iteration of schedules for weekdays. Weekend schedules are in final development.

### Implementation Components

Implementation of the Red Line requires a new bus stop on Highway 37 at Fairgrounds Drive to gain time savings needed for on-time performance and to extend service to the Amtrak station in Suisun. The Red Line consolidation cannot occur until the stop is implemented which is scheduled to by January 2019. Implementation of the new Yellow Line only needs implementation of new bus stops near the Solano Community College campuses in Suisun Valley and VacaValley. These are expected to be completed by January 2018. There are other issues that need to be resolved, but these capital projects are the “critical path” tasks.

Based on the capital project timing, staff is proposing a two-step implementation

- Phase 1: About January 1, 2018: Phase 1, Yellow, Red Express and Blue Lines
  - Merger of SolanoExpress Routes 20, 30, and 40 into new Yellow Line
  - Merger of SolanoExpress Route 90 into Red Express
  - Merger of SolanoExpress Route 78 into Blue Line
- Phase 2: About January 1, 2019: Phase 2, Red Line
  - Merger of SolanoExpress Routes 80 and 90 into Red Line

### Marketing and Outreach

Staff is proposing a three-element approach to marketing and outreach:

1. Outreach to broader Solano County population who may or may not be current riders: The goal is a deep penetration generating broad public awareness and understanding of the new service.
2. Information to share with boards, institutions, and news providers: This is a broader perspective of the service such as an overview of how system works, who owns and operates the systems, how decisions get made, and funding.
3. Materials for riding the bus to users and those interested in using the service: Schedule or set of schedules, with maps, and a system map that shows how routes interact. How to use the bus, fares, and how to pay fare. Unified material will apply across both operators so the public will see a single network.

### Fare Structure

Staff recommends that the Board adopt a target fare structure as shown below and more thoroughly in Attachment C. The proposed fare structure is not intended to be a fare increase, but is designed to make fares consistent across the entire SolanoExpress network. Under the proposal, there would be four basic fares:

<b>Current SolanoExpress Basic</b>	<b>Individual</b>	<b>31-Day</b>
1: Vallejo/Benicia-BART	5.00	114.00
2: All Other to/from Outside County - One County Line	5.75	130.00
3: Intercity (between jurisdictions)	2.75	70.00
4: Within City (within service area of individual operator)	1.75	70.00
<b>Samples</b>		
BART to Sacramento (Crosses 2 County Lines)	11.50	130.00
BART to Vallejo	5.00	114.00
BART to Fairfield/Vacaville/Dixon (Long intraregional)	5.75	130.00
Vallejo to Fairfield	2.75	130.00
Vallejo to Benicia	1.75	56.00
Fairfield to Vacaville or Dixon	2.75	70.00
Sacramento/UCD to Solano County Destination	5.75	130.00
FTC to Solano Community College - Suisun Valley	1.75	70.00

### Capital Plans

There are three capital projects key to implementing the entire network:

1. New Bus Stop at near Solano Community College – Suisun Valley: Estimated completion is by January 2018 – Essential to Yellow Line and Red Line
2. New Bus Stop at Solano Community College – VacaValley: Estimated completion is by January 2018 – Essential to Yellow Line
3. New Bus Stop on Highway 37 at Fairgrounds Drive: Estimated completion January 2019 Essential to Red Line

STA has budgeted for the marketing and promotion of this service and this will be covered in more detail at the August meeting of the Consortium.

The time line for the Highway 37 at Fairgrounds Drive bus stop determines the implementation date for the Red Line. Therefore, staff recommends a two-phases implementation that defers the consolidations of the Route 80 and Route 85 into the Red Line until January 2019 or when the new stop at Highway 37 and Fairgrounds is completed.

### Other Key Tasks

Public hearings and Outreach required by funding agencies and local plans: Each of the two operators, FAST and SolTrans, has frameworks for hearings for outreach and hearing related to service, schedule, and fare changes. Staff expects to work with the operators to identify and complete their requirements. STA does plan to hold a public hearing at a future STA Board meeting targeted for October 2017.

Operations issues: Schedules will be refined as we move closer to implementation dates. And, schedules will be incorporated into the operators' systems for allocating buses and drivers to the service.

### Fiscal Impacts:

The service improvements are intended to be implemented within existing resources and performance targets, as adopted by the Board for the SolanoExpress service.

**Recommendations:**

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to:

1. Implement two phases of SolanoExpress service changes as shown in Attachment A:
  - A. About January 1, 2018: Phase 1, Yellow, Red Express and Blue Lines
  - B. About July 1, 2018: Phase 2, Red Line
2. Work with the SolanoExpress providers to implement a new unified fare structure across all SolanoExpress services, as generally identified in this agenda item;
3. Work with the SolanoExpress providers to proceed with hearings and outreach to comply with regulatory and funding regulations and laws;
4. Develop and implement outreach and marketing plans to promote the SolanoExpress service changes.

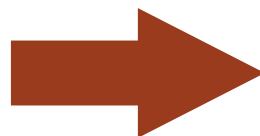
**Attachments:**

- A. Consolidation Framework
- B. Weekday Proposed Schedules – Step 1 (Preliminary) – To be provided at the meeting.
- C. Proposed Unified Fare Schedule Compared to Current Fare Structure



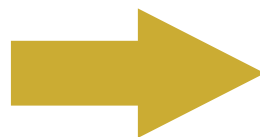
# SolanoExpress Route Consolidation

- 80 – Vallejo/ BART El Cerrito DN
- 85 – Vallejo/Fairfield Express



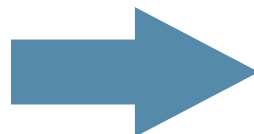
**R** Red Line (SolTrans)

- 20 – Fairfield/Vacaville TC
- 30 – UC Davis/Sacramento
- 40 – Fairfield/BART PH and WC
- 90 – Fairfield/BART El Cerrito DN



**Y** Yellow Line (FAST)

- 78 – Vallejo/BART PH and WC



**B** Blue Line (SolTrans)

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NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE #\Vo\ku@U MEMBERS UNDER SEPARATE COVER.

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## Regional Fare Structure - Proposed

### Base Fares - Solano Express

<b>Current SolanoExpress Basic</b>	Individual	31-Day
SolTrans - Intracounty, Outside Jurisdiction	5.00	114.00
SolTrans - Outside County	5.00	114.00
SolTrans 78 - within jurisdiction	1.75	56.00
FAST - Intracounty	5.75	70.00
FAST - Outside County	5.75	130.00
FAST - within jurisdiction (30/40 Short)	2.75	70.00

### Local Fares - Current

SolTrans	1.75	56.00
FAST	1.75	60.00

### Proposed Unified Fare Structure

1: Vallejo/Benicia-BART	5.00	114.00
2: All Other to/from Outside County - One County Line	5.75	130.00
3: Intercity (between jurisdictions)	2.75	70.00
4: Within City (within service area of individual operator)	1.75	70.00

### Examples of Costs

BART to Sacramento (Crosses 2 County Lines)	11.50	130.00
BART to Vallejo	5.00	114.00
BART to Fairfield/Vacaville/Dixon (Long intraregional)	5.75	130.00
Vallejo to Fairfield	2.75	130.00
Vallejo to Benicia	1.75	56.00
Fairfield to Vacaville or Dixon	2.75	70.00
Sacramento/UCD to Solano County Destination	5.75	130.00
FTC to Solano Community College - Suisun Valley	1.75	70.00

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DATE: June 19, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Guerrero, Senior Project Manager  
RE: Approval of SolanoExpress Bus Stop Locations as Part of SolanoExpress Operations Implementation Plan

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**Background:**

STA staff has met with the cities of Fairfield, Vacaville and Vallejo, as well as the County of Solano and Caltrans to discuss the construction of SolanoExpress bus stops at three locations:

1. Fairfield Solano Community College Main Campus
2. Vacaville Solano Community College Satellite Campus
3. Fairgrounds Drive/State Route 37 SolanoExpress Bus Stop

These three locations are being planned in conjunction with the new SolanoExpress Bus Service Plan with frequent service to local and regional transit such as Bay Area Regional Transit (BART), Capitol Corridor Train Service and Vallejo Ferry Terminal. In April, STA staff presented a draft financial plan for funding each station which included a combination of State Transit Assistance Funds (STAF), Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds and Solano County Regional Transportation Impact Fee (RTIF).

Another critical SolanoExpress Bus stop is the Suisun City Capitol Corridor Train Depot. Suisun City staff renovated the station with modernized features and passenger amenities such as free wifi, work stations, cross walk improvements, signs and furniture. In addition, STA has provided direct customer service as part of the Solano Mobility Call Center at the Train Depot since 2014.

**Discussion:**

The STA Board authorized Funding Agreements with the cities of Fairfield and Vacaville to construct the stops at the Solano Community College sites; however, the formal action to approve the stop locations will be recommended at their July Board meeting.

The Fairfield Solano Community College SolanoExpress Bus Stop is proposed to be located along the Suisun Valley Parkway just southeast of the West America Drive intersection. This stop is within a half mile radius from the Solano Community College Campus, multi-family and single family homes and several employers. Attachment A provides a map of the proposed stop location and the employers located with a ½ mile radius. Attachment B provides a similar map illustrating the Vacaville Solano Community College SolanoExpress Bus Stop location. This stop also services the Solano Community College, multi-family and single family homes and several employers. Fairfield Public Works and Vacaville Public Works staff are the project leads for implementing these improvements as soon as the sites are formally approved.

The Fairgrounds Dr./SR 37 site is proposed to be located on the westbound off and on ramps of SR 37 and Fairground Drive. This innovative stop will provide the most travel time savings for

the SolanoExpress Bus service by remaining on the highway and eliminating travel time on local streets. This stop is anticipated to service Six Flags' Discovery Kingdom (City of Vallejo's largest employer), Solano Fairgrounds and Vallejo's Crest Residential Neighborhood. Attachment C illustrates the Fairgrounds Dr./SR 37 SolanoExpress Bus Stop location.

These three Express Bus locations have been discussed multiple times throughout the development of the SolanoExpress Service Implementation Plan development. STA staff is seeking a formal approval of these locations to begin developing the project with the goal to have the three sites constructed by Fall 2018. All three stops are integral to streamlining the SolanoExpress Bus Service by reducing service times with focused stop locations serving Solano County residents and employers.

Lastly, STA staff is recommending that the new Red Line Service, be extended to service the Suisun City Capitol Corridor Train Depot. The proposed new Red Line Service, as described in a separate staff report "SolanoExpress Bus Service Implementation", will be implemented in 2 phases and will consolidate Routes 85, 80 and 90. This will allow for a more stream lined connection to the Train Depot from the El Cerrito BART station, Vallejo Ferry Terminal and Solano Fairgrounds. The existing service requires at least one transfer connection to access all four regional stops.

**Fiscal Impact:**

None to the STA General Fund.

The estimated cost to construct the Solano Express Bus Stops at the Fairfield and Vacaville Solano Community College locations is \$400k. STA Board has approved \$325k in State Transit Assistance Fund (STAF) (this STAF is from the Transit Performance Initiative (TPI) swap of the SolanoExpress Bus Replacement) and \$75k from Yolo Solano Air Quality Management District (YSAQMD) for a total of \$400k to fund the bus stop construction at these locations.

The Fairgrounds Dr./SR 37 Solano Express Bus Stop cost estimate for completion is \$1.825 million with \$1 million identified through Congestion Mitigation and Air Quality Program (CMAQ) funds provided by the Metropolitan Transportation Commission (MTC) funding. A separate staff report will be prepared following the recommendation by RTIF Working Groups 3 and 6 to apply their revenue towards this project.

As noted in the separate SolanoExpress Service Operations Implementation Plan staff report, the Red Line SolanoExpress Bus Service extension is intended to be implemented within existing resources and performance targets, as adopted by the Board for the SolanoExpress service.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve:

1. the SolanoExpress Bus Stop Locations for the new SolanoExpress Operations Implementation Plan as specified in Attachment C and included locations at:
  - a) Fairfield Solano Community College Main Campus as shown in Attachment A;
  - b) Vacaville Solano Community College Satellite Campus as shown in Attachment B;
  - and
  - c) Fairgrounds Drive/State Route 37 as shown in Attachment C;
2. The new Red Line SolanoExpress Bus Route extension to the Suisun City Capitol Corridor Train Depot.

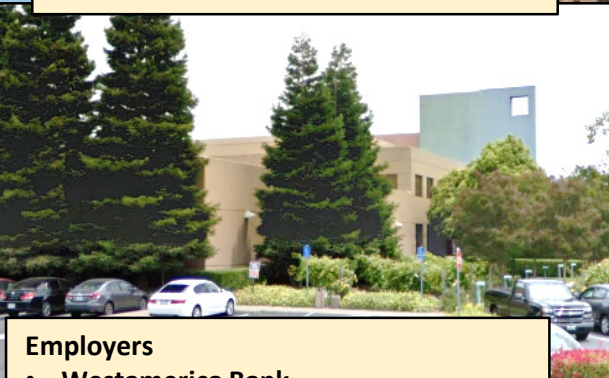
**Attachments:**

- A. Fairfield Solano Community College Main Campus Location Map
- B. Vacaville Solano Community College Satellite Campus Location Map
- C. Fairgrounds Drive/State Route 37 Location Map

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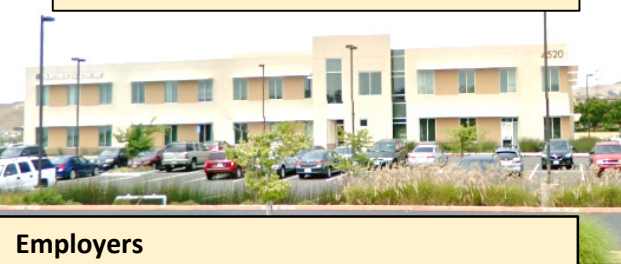
## Westamerica Center



### Employers

- Westamerica Bank
- Westamerica Commercial Credit
- Cars With Heart

## NorthBay Center



### Employers

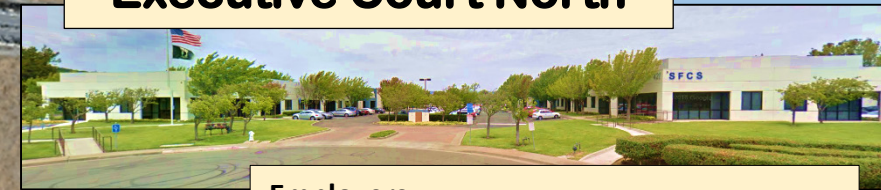
- NorthBay Green Valley Admin Building
- NorthBay Center for Primary Care

## Solano Community College



### Faculty and Students

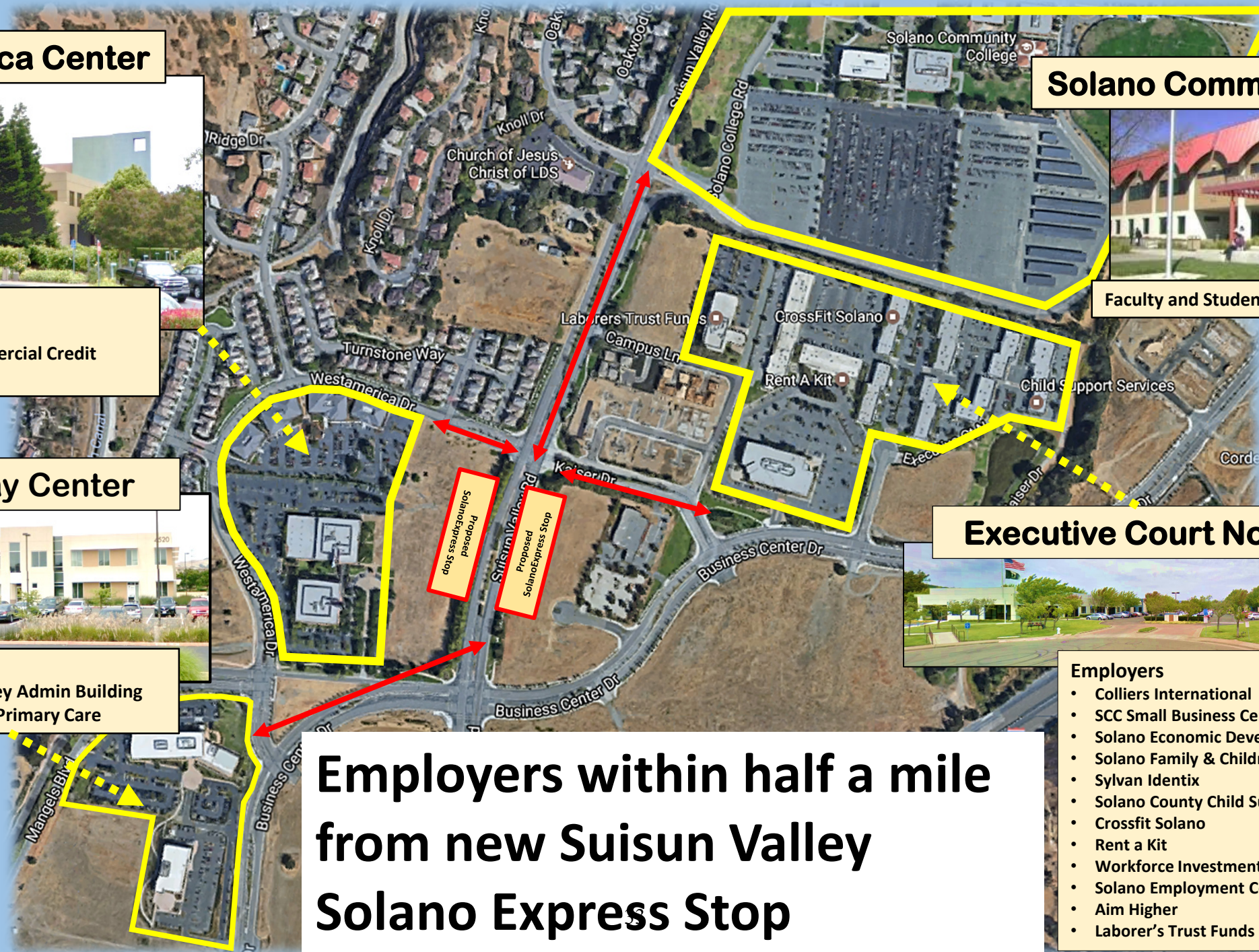
## Executive Court North



### Employers

- Colliers International
- SCC Small Business Center
- Solano Economic Development Corp.
- Solano Family & Children's Services
- Sylvan Identix
- Solano County Child Support Services
- Crossfit Solano
- Rent a Kit
- Workforce Investment Board
- Solano Employment Connection
- Aim Higher
- Laborer's Trust Funds

**Employers within half a mile  
from new Suisun Valley  
Solano Express Stop**





## Solano College Vacaville Center



## 3333 & 3777 Vaca Valley Parkway Employers



### Employers:

- Apricot Lane
- The Father's House office
- Kids Gone Wild
- Cross Fit Vacaville North
- Bliss Urban Arts Center
- Vacaville Indoor Soccer Complex
- Pace Solano

## Genentech



## Kaiser Permanente Medical Center



**Employers within half a mile from  
new Vaca Valley Solano Express  
Stop**



# SolanoExpress



North Vallejo Residential Area

Proposed SolanoExpress Stop

Proposed SolanoExpress Stop

Six Flags Discovery Kingdom

Courtyard by Marriott Hotel

Locations within ½ mile of new Fairgrounds Drive SolanoExpress stop

Solano County Fairgrounds

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June 27, 2017



DATE: June 27, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sean Hurley, Employer Outreach Coordinator/Call Center Supervisor  
RE: Update on First/Last Mile Pilot - Suisun Train Depot/Solano Business Park

---

**Background:**

Based on discussions between staff from the County of Solano Health and Social Services and STA, a transit service gap was identified between the County of Solano Health and Social Services office located within the Solano Business Park and the Suisun/Fairfield Train Station. Recognizing this issue, STA staff worked with Solano County and other employers located within the Solano Business Park and the Green Valley Corporate Park to assess the need and opportunities for first/last mile solutions. The STA Board approved a pilot project that limited the number of employers to control cost. These employers are:

1. Anheuser-Busch (Budweiser)
2. Fairfield-Suisun Sewer District
3. Jelly Belly Factory
4. NorthBay Center for Primary Care
5. Partnership Health Plan
6. Solano County Health and Social Services

STA has entered into a contract with Lyft to provide the First/Last Mile Pilot Service. The contract is for six months and will expire October 31, 2017. STA launched the first last mile pilot on May 1, 2017 under the name "Solano Mobility Ride".

**Discussion:**

As of June 16<sup>th</sup>, ten employees from three employers have registered for the "Solano Mobility Ride" First/Last Mile Pilot Service. For the month of May, there were 54 trips taken with a total cost of \$545.00. Feedback from the participants has been positive. To increase awareness with the participating employers, Staff has scheduled events at Partnership Health, Northbay Healthcare, and Solano County, the three employers with employees currently participating. Further, Staff is doing a focused outreach reach out to the three other employers who do not yet have registered employees to promote participation. The budget was developed based on up to 40 registered participants in the pilot.

**Fiscal Impact:**

For the six-month pilot project, there is \$100,000 of Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) to fund this program. This is estimated to fund 40 consistent participants during the six month pilot. The six month time frame may be recommended for extension to account for the ramp-up period.

**Recommendation:**

Informational.

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DATE : June 27, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sean Hurley, Call Center Supervisor  
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

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**Background:**

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

**Discussion:**

***Solano Mobility Call Center and Transportation Info Depot***

For the month of May 2017, the Solano Mobility Call Center assisted 544 customers, of which 143 were ADA/Mobility related. The Call Center also assisted 367 walk in customers, processed twelve (12) Regional Transit Connection (RTC) applications, and sold nine (9) Clipper cards. The Call Center also sold one bike links card.

For FY 2015-16, The Info Depot assisted 4,978 customers. Through May of FY16/17, the Info Depot has assisted 6,877. With two months left in this fiscal year of reporting, there has been a 38% increase in customers served.

***Transportation Info Depot***

The hours of operation are Monday through Friday from 7am until 3pm. Customers can still receive assistance from 3pm till 5pm at the office at One Harbor Center in Suisun City. Clipper card sales are available only at the Transportation Info Depot.

**Recommendation:**

Informational.

Attachment:

- A. Call Center Activity Chart

<b>Mobility Call Center Activities</b>	<b>17-Jan</b>	<b>16-Feb</b>	<b>17-Mar</b>	<b>17-Apr</b>	<b>17-May</b>	<b>FY 16/17 Totals</b>
<b><u>Seniors &amp; People W/Disabilities-Calls</u></b>						
ADA Paratransit Eligibility	43	28	40	39	31	470
RTC Questions	11	12	19	23	4	190
Trip Planning	6	4	0	0	5	38
<i>Calls Referred to Outside Agencies</i>						
NonProfit	5	3	5	3	3	63
Private	5	6	7	2	9	74
Transit Agency	2	8	2	2	3	46
Taxi Scrip Local Questions	8	9	12	7	8	128
Taxi Scrip InterCity Questions	19	17	21	11	18	403
<b>Totals:</b>	<b>99</b>	<b>87</b>	<b>106</b>	<b>87</b>	<b>81</b>	<b>1412</b>
<b><u>Seniors &amp; People W/Disabilities-Other</u></b>						
RTC Apps Processed	7	11	18	8	12	128
Senior/Disabled Walk-Ins	25	36	45	39	40	386
Materials Mailed	12	12	10	7	10	114
<b>Totals:</b>	<b>44</b>	<b>59</b>	<b>73</b>	<b>54</b>	<b>62</b>	<b>628</b>
<b><u>General Mobility Call Center</u></b>						
Transit Calls	34	28	44	27	38	483
SNCI Incentives/Programs	7	12	11	4	4	93
Trip Planning	27	25	29	25	16	267
Other	17	35	43	28	38	318
<b>Totals:</b>	<b>85</b>	<b>100</b>	<b>127</b>	<b>84</b>	<b>96</b>	<b>1161</b>
<b><u>General Walk-Ins</u></b>						
General Transit Questions	350	259	324	273	281	3019
Trip Planning	27	7	5	7	10	179
RTC Questions	7	1	2	2	2	62
Clipper Questions	10	4	1	1	2	77
Other - Taxi, Misc	17	4	11	6	5	219
<b>Totals:</b>	<b>411</b>	<b>275</b>	<b>343</b>	<b>289</b>	<b>300</b>	<b>3556</b>
<b><u>Sales</u></b>						
Clipper Card Sales	<b>18</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>12</b>	<b>119</b>
Senior	4	2	1	4	4	32
Adult	2	6	10	4	8	70
Youth	12	0	2	0	0	17
Bike Link Cards Sold	0	0	0	0	1	1
FasTrak Applications	0	0	0	0	0	0
<b><u>Travel Training</u></b>						
Travel Training Referrals	0	3	5	11	11	43
Travel Training Completed	<b>18</b>	<b>14</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>372</b>
Individual	0	0	2	0	0	12
Classroom	12	0	0	17	0	325
Field Trip	6	14	0	7	4	35
<b><u>Outreach</u></b>						
Events & Presentations	5	1	5	1	5	22
# Attendees	69	75	126	27	214	657
Solano Mobility Website Hits	1151	1418	1898	1568	1293	11009
<b>Total Calls</b>	<b>184</b>	<b>187</b>	<b>233</b>	<b>171</b>	<b>177</b>	<b>2573</b>
<b>Total Walk-Ins</b>	<b>470</b>	<b>342</b>	<b>429</b>	<b>351</b>	<b>375</b>	<b>4304</b>





DATE: June 19, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On February 8, 2017, the STA Board approved its 2017 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2017.

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

**Discussion:**

**State Transportation Funding**

Details of the "Road Repair and Accountability Act of 2017" state transportation funding package (SB 1), Governor Brown's May Revise budget, update on RM3 legislation (SB 595) and more, are outlined in Attachment A. Matt Robinson from Shaw/Yoder/Antwih (STA's state lobbyist) will call in to the Consortium meeting to discuss SB 1 transit funding.

The following lists STA-supported bill status to date:

**[AB 28 \(Frazier\)](#) - Department of Transportation: environmental review process: federal pilot program.**

This bill would re-enact, until January 1, 2020, the California Department of Transportation's (Caltrans') authority to waive its 11th Amendment right to sovereign immunity from lawsuits brought in federal court thereby allowing Caltrans to continue assuming the role of the United States Department of Transportation (U.S. DOT) for National Environmental Policy Act (NEPA) decision making. STA Position: Support. *Chaptered on March 29<sup>th</sup>.*

**[AB 1113 \(Bloom\)](#) – State Transit Assistance Program Formula Clarification**

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller's Office. STA Position: Support. *Set for Senate Appropriations Hearing June 26<sup>th</sup>.*

**[AB 1324 \(Gloria\)](#) – Local Sales Taxes for Transportation**

This bill would authorize a Metropolitan Planning Organization or Regional Transportation Planning Agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. AB 1324 would benefit counties that have transportation needs that differ between rural and suburban areas, and that have difficulty obtaining the required 2/3

voter support countywide for local transportation sales tax measures. STA Position: Support. *Failed deadline, may be acted upon in January 2018.*

ACA 4 (Aguiar-Curry) - Local government financing: affordable housing and public infrastructure: voter approval.

This measure would lower the voter threshold to 55 percent for special taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55 percent for local governments to increase property taxes to cover bonded indebtedness to fund similar project-types. STA Position: Support. *Referred to Committees on Local Government & Appropriations April 24<sup>th</sup>.*

ACA 5 (Frazier and Newman) – Protection of Transportation Revenues

Assembly Member Jim Frazier introduced Assembly Constitutional Amendment (ACA) 5 to dedicate for transportation purposes all vehicle fee and gasoline or diesel tax revenues raised by SB 1. STA Position: Support. *ACA 5 has already been chaptered and will be on the June 2018 statewide ballot.*

SB 1 (Beall) - Transportation funding.

Comprehensive \$52.4 billion transportation funding bill. STA Position: Support. *Chaptered.*

SB 595 (Beall) – Regional Measure 3

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area's bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. STA Position: Support. *Read first time in Assembly – referred to Committee on Transportation June 12<sup>th</sup>.*

SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. STA Position: Support. *Held in Appropriations Committee and under submission May 25<sup>th</sup>.*

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to refine the STA's strategic objectives to align with those of the new administration. Topics covered in the federal legislative update include: the Trump Administration 2017 omnibus appropriations bill and 2018 budget request, President Trump's infrastructure proposal, and the Department of Transportation's National Performance Measures.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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



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

June 1, 2017

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – June 2017**

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***Legislative Update***

The Legislature has until June 2 to move bills out of their house of origin, for consideration in the other house. Additionally, the Legislature must send the Governor the 2017-18 Budget Bill by June 15. Over the next few weeks, the focus of the Legislature will be on passing the budget. We highlight bills of note affecting STA under ***Bills of Interest***, below.

***May Revise***

On May 11, Governor Brown unveiled the “May Revise,” his Administration’s update to his proposed 2017-18 Budget, which was first released on January 10. The May Revise reflects a \$2.5 billion increase in forecasted tax revenue for the 2017-18 fiscal year relative to the estimate made in the January Budget. While an improvement to the state’s overall fiscal outlook, this forecast remains \$3.3 billion below estimates made in the adopted 2016-17 Budget from one year ago. As such, and in light of changing federal priorities, the Governor is continuing his call for fiscal restraint.

Importantly, the May Revise does not contain any major policy changes that would affect transportation; rather, it reflects the ongoing implementation and flow of funds from the new transportation funding measure, SB 1 (Beall and Frazier) [Chapter 5, Statutes of 2017]. The May Revise does not address proposed changes to the Cap and Trade program, nor does it provide new revenue estimates of the revenue that will be available in the Greenhouse Gas Reduction Fund.

***Transportation Funding Repeal***

On May 5, Assembly Member Travis Allen (R-Huntington Beach) filed an initiative to repeal SB 1. Before the initiative, entitled “Repeal the Gas Tax,” can be circulated for signature it must first be given a Title and Summary by the Attorney General. Once it has been issued a Title and Summary – sometime after June 5 – the initiative must receive approximately 360,000 valid signatures to qualify for the next General Election ballot, slated for November, 2018. Once cleared for signatures, the initiative proponents have a maximum of 180 days to secure the required number of valid signatures. We will update the Board as this initiative progresses.

***RM3 Update***

For the last several months, members of the Bay Area Caucus have been meeting to discuss the potential for legislation authorizing a toll increase on the Bay Area’s bridges. Commonly referred to as Regional Measure 3, the increased toll(s) could fund a number of Bay Area transportation improvements

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Sacramento, CA 95814

across all nine counties. Senator Beall has legislation moving through the process, but it lacks details. SB 595 does not specify the amount of the toll increase, nor does it speak to the distribution of funds. The members of the Bay Area Caucus continue to meet regularly to hone in on a path forward for RM3 and have held several briefings with the Metropolitan Transportation Commission, local agencies, and other stakeholder groups. We have been involved in the effort to craft an RM3 path forward, while not weighing in yet on details; we will continue to engage as the RM3 legislation takes shape.

### ***Bills of Interest***

#### **SB 1 (Beall) – Transportation Funding Package (Signed by Governor on April 28)**

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline (over three years) and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 4% for the State Transit Assistance Program and intercity rail, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 12/14/16).***

#### **SB 4 (Mendoza) – Goods Movement**

This bill would do two things:

- Places on the June 5, 2018, statewide primary election ballot the Goods Movement and Clean Trucks Bond Act to authorize \$600 million in general obligation bonds, as follows –
  - \$200 million to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund (TCIF);
  - \$200 million to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and,
  - \$200 million to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks.
- Directs an estimated \$580 million in FAST Act formula funding for goods movement to the TCIF, and divides the revenue as follows:
  - \$150 million to improvements to California's existing or planned land ports of entry on the border with Mexico;
  - \$70 million for projects for the elimination, alteration, or improvement of hazardous railroad-highway grade crossings; and,
  - \$360 million for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities.

#### **SB 595 (Beall) – Regional Measure 3**

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area's bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. ***The STA Board SUPPORTS this bill.***

#### **SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes (2-Year Bill)**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of

voters for taxes for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

**AB 28 (Frazier) – Caltrans NEPA Delegation (Signed by the Governor on March 29)**

This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws until January 1, 2020. ***The STA Board SUPPORTS this bill (Board Action: 2/8/17).***

**AB 1113 (Bloom) – State Transit Assistance Program Formula Clarification**

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller's Office; these changes implemented new calculation and allocation methodologies for the STA program, suddenly changing the way these funds are distributed to transit agencies. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

**AB 1121 (Chiu) – WETA Board**

Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.

**AB 1324 (Gloria) – Local Sales Taxes for Transportation (2-Year Bill)**

This bill would authorize a metropolitan planning organization or regional transportation planning agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

**ACA 4 (Aguiar-Curry) – Lower Vote Threshold for Local Infrastructure Taxes**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55 percent for local governments to increase property taxes to cover bonded indebtedness to fund similar project-types. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

**ACA 5 (Frazier and Newman) – Protection of Transportation Revenues**

This measure would prohibit the state from borrowing revenues from fees and taxes imposed on vehicles or their use, and from using those revenues other than as specifically permitted by Article XIX. This measure would prohibit vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except for vehicle weight fee revenues used to pay bond approved prior to January 1, 2017. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

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

May 31, 2017

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

During the month of May we monitored developments in Washington related to government funding for the current fiscal year and fiscal year 2018 as well as the status of infrastructure legislation.

**Fiscal Year 2017 Appropriations**

President Trump signed the fiscal year 2017 omnibus appropriations bill into law on May 5. The bill, which funds the federal government for the remainder of fiscal year 2017, includes \$43.27 billion for the federal highway program and \$9.7 billion for transit formula grants, which is the level authorized under the FAST Act. The legislation also includes \$500 million for the TIGER grant program, despite the Trump Administration's recommendation that Congress no longer fund the program. DOT political appointees have said that they will issue a solicitation shortly for the fiscal year 2017 round of TIGER grants.

**Fiscal Year 2018 Budget and Appropriations**

On May 23, 2017, the Trump Administration released its fiscal year 2018 budget request. As previewed in the skinny budget, the Administration is proposing deep cuts to domestic discretionary spending programs. Republican and Democratic lawmakers have already raised objections to the cuts and the budget is not expected to pass Congress in its current form.

The budget would fund federal highway programs at the level authorized in the FAST Act, which is \$44.9 billion. It would fund the transit formula and bus discretionary programs at the level authorized in the FAST Act, which is \$9.7 billion, but would limit funding for new rail projects and Bus Rapid Transit to projects already under a grant agreement with FTA. Also, the budget proposes to cap future funding of highway and transit programs to fiscal year 2018 levels rather than the higher amounts authorized in the FAST Act for fiscal years 2019 and 2020.

The budget also would eliminate funding for the TIGER program, although this program is popular with members of Congress and appropriators likely will continue to fund it. The budget proposes to restructure and reduce federal subsidies to Amtrak and terminate federal support for its long distance train services.

Congress must quickly begin work on the fiscal year 2018 spending bills if it is to pass legislation before the current fiscal year ends on September 30. The House leadership is

Solano Transportation Authority  
May 31, 2017  
Page 2

considering combining the 12 appropriations bills into an omnibus spending bill that it could bring to the floor prior to the August recess. The House bills likely would be more tilted toward conservative principals. The Senate Appropriations Committee likely will try to include more Democratic input into their appropriations bills, which they would consider separately, since the Senate will require a 60 vote majority to pass the bills. Congress and the President must reach agreement on a spending package before September 30<sup>th</sup> or pass a continuing resolution to avoid a government shutdown. President Trump recently made a statement that he may support a government shutdown to achieve his objectives. More likely, Congress will pass a continuing resolution funding programs at their fiscal year 2017 level.

### **Trump's Infrastructure Proposal**

The President included \$5 billion in his budget for his new infrastructure initiative. His plan is to provide \$200 billion over 10 years to leverage private sector investment for a total \$1 trillion investment. The proposal defines infrastructure broadly to include transportation as well as broadband, energy, water and veterans' hospitals.

The proposal includes increasing funding for the TIFIA program to \$1 billion annually and expanding eligibility. The Administration released an infrastructure fact sheet with the budget, which it will supplement with a comprehensive infrastructure plan in the new few weeks. The fact sheet referenced the following:

- Removing the \$15 billion cap on Private Activity Bonds and expanding eligibility to additional projects. PABs allow private entities to access tax exempt debt for infrastructure investment.
- Providing competitive grants to urbanized areas that institute solutions to congestion, including congestion pricing, enhanced transit services, increased telecommuting and flex scheduling, and deployment of advanced technology.
- Liberalizing rules for tolling interstate highways and allowing private investment in highway rest areas.
- Expanding VA authority to lease out its vacant assets for commercial or mixed-use purposes and to speed its ability to pursue facility renovations and improvements. Future reforms will encourage public-private partnerships and reduce barriers to acquisition, contracting, and disposals.

The proposal also includes recommendations for streamlining the environmental review process, including:



Solano Transportation Authority  
May 31, 2017  
Page 3

- Establishing pilot programs to experiment with different ways projects will perform to better protect and enhance the environment.
- Establish procedures to hold agencies accountable for their performance.
- designating a single entity with responsibility for shepherding each project through the review and permitting process.
- Putting infrastructure permitting into the hands of responsible State and local officials where appropriate.
- Submit proposals that curtail needless litigation.

At a May 17 hearing before the Senate Environment and Public Works Committee, Transportation Secretary Elaine Chao said that the Administration hopes to work with Congress to develop a detailed infrastructure proposal. While she did not identify a funding source, she said that all means of financing should be considered, including repatriation of foreign earnings and increasing fuel taxes. She assured the Committee that the Administration understands that not all projects are suitable for private investment and that it will be necessary for the federal government to continue to provide funding for infrastructure. Chairman John Barrasso (R-UT) said that the Committee will draft a bill that provides funding for infrastructure and has indicated he supports continuing to allocate federal resources through formula grants.

Democrats have also expressed concern that Trump's proposal relies too heavily on private investment in public assets. A group of progressive Democrats recently released a plan calling for direct federal investment of \$1 trillion over 10 years, with a \$35 billion investment in transit and \$39 billion in highways during the first year.

### **National Performance Measures**

The Department of Transportation rule on national performance measures, requiring states to report on safety, freight movement and pavement conditions on the National Highway System, went into effect on May 20 according to a Notice published in the *Federal Register* on that date. The rule was initially delayed by the Administration's regulatory freeze. However, the Notice reopened portions of the rule requiring reporting on carbon emissions to public comment and revision. The rule would have required states to measure the percent change in carbon emissions from mobile sources using 2017 as the reference year. Some states, including California, already measure greenhouse gas emissions from mobile sources. Senators from rural states have been critical of the performance rule, because it will require rural states to use their resources to measure traffic on low-volume highways. A Notice of Proposed Rulemaking concerning the carbon measure is expected to be issued in the coming weeks.

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DATE: June 19, 2017  
TO: Solano Express Consortium  
FROM: Drew Hart, Associate Planner  
RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<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.	**Bay Area Air Quality Management District (BAAQMD) Bikeways Program	Anticipated \$5 million	June 30, 2017
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
4.	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)
5.	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.	Environmental Enhancement and Mitigation (EEM) Grant Program	<b>\$7 million</b>	June 30, 2017
<b>Federal</b>			
1.	AARP Livable Communities - Community Challenge	<b>Unknown</b>	July 15, 2017
2.	People For Bikes Community Grant	<b>Up to \$10,000 per applicant</b>	October 13, 2017

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<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>*BAAQMD Bikeways Program</b>	Grants Programs Information Request Line  415 749-4994	June 30, 2017  Must be in BAAQMD boundaries (western Solano County)	<b>\$5 million</b>	The 2017 Bikeways Program is a resurrection of BAAQMD's old Bikeways Program. The details and guidelines for this iteration has not yet been released at the time of this writing but is expected to be posted on their website the week of April 17, 2017.	N/A	Please contact Drew Hart at STA who will be tracking this program closely. <a href="mailto:dhart@sta.ca.gov">dhart@sta.ca.gov</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/agip/cvrp.htm">http://www.arb.ca.gov/mspr/og/agip/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>Statewide Grants</b>						
<b>Environmental Enhancement and Mitigation (EEM) Grant Program</b>	<a href="mailto:emcoordinator@resources.ca.gov">emcoordinator@resources.ca.gov</a> or call (916) 653-2812	June 30, 2017	<b>\$7 million</b> <b>Approx \$500,000 per project</b>	Every EEM project must mitigate, either directly or indirectly, the environmental impacts of the modification of an existing Transportation Facility or the environmental impacts of the construction of a new Transportation Facility. Eligible EEM projects must fit one of the following categories: <ul style="list-style-type: none"> <li>Urban Forestry</li> <li>Resource Lands</li> <li>Mitigation Projects Beyond the Scope of the Lead Agency</li> </ul>	N/A	<a href="http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/">http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/</a>
<b>Federal Grants</b>						
<b>AARP Community Challenge</b>	<a href="mailto:livable@aarp.org">livable@aarp.org</a>	July 15, 2017	<b>Unknown</b>	ARP Community Challenge will fund projects to help build momentum. If your idea is big, no project is too small. Projects can range from short-term activities costing a few hundred dollars to sizable efforts that might need thousands. Projects need to deliver on one or all of the following drivers for change: <p>Improve a community's built environment, Expand opportunities for all residents, Drive community engagement and interaction across diverse community residents</p>	N/A	<a href="http://www.aarp.org/livable-communities/">http://www.aarp.org/livable-communities/</a>
<b>People For Bikes Community Grant</b>	Zoe Kircos 303-449-4893 x106 <a href="mailto:zoe@peopleforbikes.org">zoe@peopleforbikes.org</a>	October 13, 2017	<b>Up to \$10,000 per applicant</b>	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.	N/A	Must have at least a 50% match. <a href="http://www.peopleforbikes.org/pages/grant-guidelines">http://www.peopleforbikes.org/pages/grant-guidelines</a>

\*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