



INTERCITY TRANSIT CONSORTIUM MEETING AGENDA

1:30 p.m., Tuesday, August 29, 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 – 1:50 p.m.)

- **Presentation on Clipper 2**

Edward Meng, MTC

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:50 – 1:55 p.m.)

A. Minutes of the Consortium Meeting of June 27, 2017

Johanna Masielat

Recommendation:

Approve the Consortium Meeting Minutes of June 27, 2017.

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B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA)

Liz Niedziela

Matrix – August 2017

Recommendation:

Forward a recommendation to the TAC and the STA Board to approve the September FY 2017-18 Solano TDA Matrix as shown in Attachment C that includes TDA claims from the City of Dixon, the City of Fairfield, the City of Rio Vista, and the revised TDA claim for STA.

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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	(Vice Chair) Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano Dept. of Health & Social Svcs.	SNCI	STA Brandon Thomson STA Staff

6. ACTION - FINANCIAL ITEM

A. None

7. ACTION NON-FINANCIAL ITEMS

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

- | | |
|---|--------------------|
| A. Legislative Update
(1:55 – 2:00 p.m.)
Pg. 17 | Jayne Bauer |
| B. Status of Solano Mobility Update Study for Solano Seniors and People with Disabilities
(2:00 – 2:05 p.m.)
Pg. 41 | Elizabeth Richards |
| C. Update on Solano Community College Student Fee
(2:05 – 2:10 p.m.)
Pg. 49 | Lloyd Nadal |
| D. Senate Bill 1 (SB1) and State Transit Assistance Funds Population Based Priorities
(2:10 – 2:15 p.m.)
Pg. 51 | Liz Niedziela |

NO DISCUSSION

- | | |
|---|---------------|
| E. Solano Mobility Call Center/Transportation Info Depot Monthly Update
Pg. 55 | Sean Hurley |
| F. Summary of Funding Opportunities
Pg. 57 | Cory Peterson |

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

September 2017

- A. FY 2018-19 State Transit Assistance Funds (STAF)
- B. SolanoExpress Service Implementation Update
- C. STA Population Fund

November 2017

- A. Status of Intercity Taxi Program – Non Ambulatory
- B. First/Last Mile Pilot Update
- C. Update on Fare Consolidation

- D. Solano Mobility 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, September 26, 2017.**

Meeting Schedule for the Remainder of Calendar Year 2017

No Meeting in October

1:30 p.m., Tues., November 28, 2017

1:30 p.m., Tues., December 19, 2017

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of June 27, 2017**

1. CALL TO ORDER

Chair Atherstone called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Members

Present:	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Michael Abegg, Vice Chair	Solano County Transit (SolTrans)
	Debbie McQuilkin	Rio Vista Delta Breeze
	Judy Leaks	SNCI
	Liz Niedziela	STA
	Brian McLean (By Phone)	Vacaville City Coach

Members

Absent:	Janet Koster	Dixon Read-Ride
	Rachel Ford	County of Solano – Health & Social Services

Also Present (In Alphabetical Order by Last Name):

Kristina Botsford	SolTrans
Diane Feinstein	FAST
Robert Guerrero	STA
Daryl Halls	STA
Sean Hurley	STA
Johanna Masiclat	STA
Jim McElroy	STA Project Manager
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 Debbie McQuilkin, 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 Judy Leaks, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B.

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

Recommendation:

Approve the Consortium Meeting Minutes of May 30, 2017.

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

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.

6. ACTION FINANCIAL ITEMS

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

Robert Guerrero summarized the funding allocation process of the RTIF revenue generated by Working Group 6 through FY 2017-18 and FY 2018-19. He noted that 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 FY 2017-18) and that 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.

After discussion, the SolanoExpress Intercity Transit Consortium requested to extend the revenue generated by Working Group 6 from two (FY 2017-18 to FY 2018-19) to six (FY 2017-18 to FY 2023-24) fiscal years as noted below in ~~strikethrough~~ **bold italics**.

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~~ **FY 2023-24**

On a motion by Vice Chair Abegg, and a second by Judy Leak, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (6 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Operations Implementation Plan

Jim McElroy presented the implementation process of the two phases of SolanoExpress service changes based on the capital project timing. He noted that the proposed fare structure is not intended to be a fare increase, but is designed to make fares consistent across the entire SolanoExpress network. He added that the 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.

Mr. McElroy also reviewed the timeline for the Highway 37 at Fairgrounds Drive bus stop which determines the implementation date for the Red Line. He noted that staff is recommending a two-phase 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.

At the concurrence of the Consortium, Michael Abegg, SolTrans, requested to modify the implementation dates to the two phases of the service changes as noted below in ~~strikethrough bold italics~~.

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~~ **July 1, 2018**: Phase 1, Yellow, Red Express and Blue Lines
 - B. About ~~July 1, 2018~~ **July 1, 2019**: 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.

On a motion by Vice Chair Abegg, and a second by Chair Atherstone, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough bold italics~~. (6 Ayes)

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

Robert Guerrero cited that 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. He noted that STA staff is seeking a formal approval of the three bus locations to begin developing the project with the goal to have the three sites constructed by Fall 2018. He explained that 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.

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.

On a motion by Debbie McQuilkin, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation. (6 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Update on First/Last Mile Pilot - Suisun Train Depot/Solano Business Park

Judy Leaks reported that as of June 16th, 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. She noted that 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.

B. Solano Mobility Call Center/Transportation Info Depot Monthly Update

Sean Hurley reported that 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. He added that through May of FY 2016-17, 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.

NO DISCUSSION

C. Legislative Update

D. 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, August 29, 2017.**



DATE: August 18, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix –
September 2017 – Cities of Dixon, Fairfield and Rio Vista and revised Solano
Transportation Authority (STA)

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). MTC updated the fund estimate on July 26, 2017.

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 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.

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.

Discussion:

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

City of Dixon

The City of Dixon requested \$706,321 in their local TDA funds, and \$30,216 from the Vallejo/Benicia TDA funds. The \$30,216 from Vallejo/Benicia completes swaps of LCTOP funds from FY 2015-16 and FY 2016-17, and will be used for operating. The TDA funds in the amount of \$446,537 will be used for operating, and \$290,000 will be used for capital projects. The City of Dixon's capital projects include:

- \$190,000 for two vehicle replacements
- \$100,000 for transit IT upgrade

The City of Dixon's TDA claim amounts are included in Attachment C, the TDA Matrix.

City of Fairfield/Suisun City (FAST)

The City of Fairfield is requesting \$5,319,799 in TDA funds. Consistent with prior years, the request includes both Fairfield and Suisun City's TDA funds. TDA funds in the amount of \$3,177,840 will be used for operating and \$2,141,959 will be used for capital projects. The City of Fairfield's capital projects include:

- Fleet Repowers/Engine Replacements
- Miscellaneous Small Capital
- Extensive Bus Maintenance
- Parking Program Implementation
- FTC/Train Station Interior Improvements and Security Cameras
- NextBus Signage and West Texas Gateway (match)

The Solano FY 2017-18 TDA fund estimates by jurisdiction are shown in the MTC Fund Estimate, included as Attachment A. MTC updated fund estimate on July 26, 2017 shows a reduction of funds available for FY 2017-18. The countywide total reduction is \$171,966. The reduction is due to actual FY 2016-17 sales tax receipts coming in approximately 1 percent lower than estimated by county auditors and MTC last year.

Using the claim amounts provided by the City of Fairfield results in a negative balance of \$11,618 for Suisun City due to the reduction in the Fund Estimate. The negative balance is shown in Attachment B. MTC will not allocate the full amounts claimed from Suisun City, as apportionment jurisdiction amounts cannot be negative in MTC's system.

In order to eliminate the negative balance, Attachment C provides an alternative TDA matrix that reduces the amount claimed against Suisun City for FAST's Local Transit by \$11,618 and increases the amount claimed against City of Fairfield by \$11,618 to provide full TDA funding to FAST without a negative balance for Suisun City's apportionment. All of the other TDA claim amounts are unchanged from the TDA matrix version shown in Attachment B.

The City of Fairfield's TDA claim amounts are included in Attachment C, the TDA Matrix.

City of Rio Vista

The City of Rio Vista requested \$334,268 in their local TDA funds, \$65,000 from the City of Dixon TDA funds, and \$12,543 from the SolTrans TDA funds. The \$65,000 from the City of Dixon, to be used for operations, was authorized by the STA Board on May 10, 2017. The action authorized Rio Vista to claim \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, following Rio Vista's unsuccessful FTA 5310 application. The \$12,543 from SolTrans completes swaps of LCTOP funds from FY 2015-16 and FY 2016-17, and will be used for operating. The

City of Rio Vista's TDA funds in the amount of \$315,968 will be used for operating, and \$18,300 will be used for capital projects. The City of Rio Vista's capital project includes:

- \$18,300 for the local match for one vehicle replacement

The City of Rio Vista's TDA claim amounts are included in Attachment C, the TDA Matrix.

Solano Transportation Authority TDA Revision

STA is requesting a revised amount of \$1,445,541 in TDA funds. 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, FY 2016-17 and FY 2017-18 (\$78,297). The remaining balance (\$63,548) is the Suisun City's loan repayment which will be used for the Fairground Transit Facility Study.

Solano County TDA funds in the amount of \$717,650 are to be claimed for the Intercity Taxi Scrip Program (\$677,650) 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.

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.

STA is requesting a revised amount of \$1,445,541 in TDA funds. STA's TDA claim amounts are included in Attachment C the TDA matrix.

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 September 2017 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by Cities of Dixon, Fairfield, and Rio Vista from their local TDA funds and by STA from various local TDA funds.

Recommendation:

Forward a recommendation to the TAC and the STA Board to approve the September FY 2017-18 Solano TDA Matrix as shown in Attachment C that includes TDA claims from the City of Dixon, the City of Fairfield, the City of Rio Vista, and the revised TDA claim for STA.

Attachments:

- A. FY 2017-18 TDA Fund Estimate for Solano County dated July 26, 2017
- B. FY 2017-18 Solano TDA Matrix for September 2017 dated August 17, 2017
- C. FY 2017-18 TDA Matrix for September 2017 dated August 18, 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
7/26/2017

FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Actual Revenue (June, 17)	18,325,780		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		552,344	14. MTC Administration (0.5% of Line 13)		92,543
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	2,762		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) ¹	2,762		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	16,570		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		22,094	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		530,250	19. Article 3.0 (2.0% of Line 18)		355,365
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	10,605		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		519,645	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)		519,645			

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) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

- 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.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 TDA Matrix DRAFT September 2017

Attachment B

17-Aug-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/26/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	Paratransit		Local Transit					Intercity							STA Planning	Other Swaps	Transit Capital	Total	Balance			
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoiTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoiTrans Rt. 78	SoiTrans Rt. 80	SoiTrans Rt 85	FAST Rt. 90						FAST Intercity Subtotal	SoiTrans Intercity Subtotal	
						(4)													(6)						(6)	(7)	(8)
Dixon	776,613	1,329,674		2,106,287		5,000		446,537						\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700	\$ 65,000	290,000	\$ 971,415	1,134,872
Fairfield	4,535,754	1,033,685		5,569,439		40,000	763,813		62,607					\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533		2,141,959	\$ 3,807,959	1,761,480
Rio Vista	332,122	405,377		737,499		5,000				315,968				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 9,699	\$ 65,000	\$ 18,300	\$ 413,967	323,532
Suisun City	1,171,040	35,351		1,206,391		0	134,790		705,816					\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845		\$ 1,218,009	-11,618
Vacaville	3,838,959	7,842,488		11,681,447	-7,147	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	\$ 3,462,792	8,218,655
Vallejo/Benicia (SoiTrans)	5,974,057	4,029,305		10,003,362		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	1,445,421
Solano County	784,315	1,303,344		2,087,659		512,650								\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925		\$ 694,037	1,393,622	
Total	17,412,860	15,979,224	0	33,392,084	-7,147	717,650	2,720,057	446,537	768,423	315,968	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	\$ 458,675	\$ 6,804,430	\$ 19,126,120	14,265,964

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; correction has been included in 7/26/17 Fund Estimate Projected Carryover amount.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17. \$180,000 route planning allocation included in Projected Carryover.
- (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). SoiTrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17. Dixon item to be claimed by Rio Vista, per 10-May-17 STA Board approval of Rio Vista claiming \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, based on Rio Vista's unsuccessful FTA 5310 application. Rio Vista item to be claimed by STA for repayment of STAF loan authorized 11-Feb-15.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (10) Suisun City negative balance due to reduction in Projected Carryover in 7/26/17 MTC Fund Estimate. MTC will not allocate full claim amount, as apportionment jurisdiction amounts cannot be negative in MTC's system. FAST claim amount was approved by City of Fairfield prior to revised fund estimate. Staff will discuss whether negative amount will be unallocated to FAST or STA. Unallocated amount may be claimed in FY 2018-19 if necessary.

FY 2017-18 TDA Matrix DRAFT September 2017

Attachment C

18-Aug-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/26/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	ADA Subsidized Intercity Taxi	Paratransit	Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance					
								Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal		
									(4a)	(5)															(6)	(6)	(7)	(8)
Dixon	776,613	1,329,574		2,106,187		5,000		446,537						\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700	\$ 65,000	290,000	\$ 971,415	1,134,772	
Fairfield	4,535,754	1,033,685		5,569,439		40,000	763,813		62,607					\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533		2,141,959	\$ 3,807,959	1,761,480	
Rio Vista	332,122	405,377		737,499		5,000				315,968				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 9,699	\$ 65,000	\$ 18,300	\$ 413,967	323,532
Suisun City	1,171,040	35,351		1,206,391		0	134,790		694,198					\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845		\$ 1,206,391	0	
Vacaville	3,838,959	7,842,488		11,681,447	-7,147	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	\$ 3,462,792	8,218,655	
Vallejo/Benicia (SoITrans)	5,974,057	4,029,305		10,003,362		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	1,445,421	
Solano County	784,315	1,303,344		2,087,659		512,650								\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925		\$ 694,037	1,393,622		
Total	17,412,860	15,979,124	0	33,391,984	-7,147	717,650	2,720,057	446,537	756,805	315,968	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	\$ 458,675	\$ 6,804,430	\$ 19,114,502	14,277,482	

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; correction has been included in 7/26/17 Fund Estimate Projected Carryover amount.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17. \$180,000 route planning allocation included in Projected Carryover.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.

(4a) Using the claim amounts provided by Fairfield would result in a negative balance of \$11,618 for Suisun City due to reduction in Projected Carryover in 7/26/17 MTC Fund Estimate. MTC will not allocate full claim amount, as apportionment jurisdiction amounts cannot be negative in MTC's system. FAST claim amount was approved by City of Fairfield prior to revised fund estimate. This TDA matrix reduces the amount claimed under Suisun City for FAST's Local Transit by \$11,618 and increases the amount claimed under City of Fairfield by \$11,618 to provide full TDA funding to FAST without a negative balance for Suisun City's apportionment.

- (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). SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17. Dixon item to be claimed by Rio Vista, per 10-May-17 STA Board approval of Rio Vista claiming \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, based on Rio Vista's unsuccessful FTA 5310 application. Rio Vista item to be claimed by STA for repayment of STAF loan authorized 11-Feb-15.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

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DATE: August 18, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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.

A monthly legislative update provided by STA's State lobbyist is attached (Attachment A). An updated list of state bills of interest is available in the [Legislative Bill Matrix](#) online.

Discussion:

State Transportation Funding

Updates on the following are detailed in Attachment A:

- Initiative to repeal SB 1 ("Road Repair and Accountability Act of 2017" state transportation funding package)
- Cap and Trade program extension
- Amendments to RM3 legislation (SB 595 Attachment B)

STA letter urging doubling the appropriations for the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) is included here as Attachment C.

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 29th.*

[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. *Chaptered on July 21st.*

[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 \(Aguilar-Curry\) - Local government financing: affordable housing and public infrastructure: voter approval.](#)

This measure would lower the voter threshold to 55% 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% for local governments to increase property taxes to cover bonded indebtedness to fund similar project types. STA Position: Support. *Referred to Comm. on Local Government & Appropriations April 24th.*

[ACA 5 \(Frazier and Newman\) – Protection of Transportation Revenues](#)

AssemblyMember Frazier introduced Assembly Constitutional Amendment (ACA) 5 to dedicate for transportation purposes all vehicle fee and gasoline/ diesel tax revenues raised by SB 1. STA Position: Support. *ACA 5 has 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 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. *Amended in Assembly Transportation Committee July 19th and scheduled for hearing in Committee on Appropriations August 23rd.*

[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 25th.*

Federal Legislative Update (Akin Gump):

STA’s federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to craft STA’s strategic objectives to align with those of the new administration. August is Congressional summer recess, but one item of note is that President Trump issued a new [Executive Order on environmental streamlining](#) August 15th. It doesn't change the law, but does demonstrate a commitment to advance projects more quickly through the federal environmental review process.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. SB 595 RM3 Amended 7-19-17
- C. STA Letter re Cap and Trade

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

August 1, 2017

TO: Board of Directors, Solano Transportation Authority

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

RE: **STA Board Memo – August 2017**

Legislative Update

The Legislature is currently on Summer Recess and will reconvene on August 21. When they return, they will have until September 1 to move bills out of their final fiscal committees. The Legislature will adjourn the 2017-18 Legislative Session on September 15.

SB 1 Repeal

As we have previously reported, on May 5, Assembly Member Travis Allen (R-Huntington Beach) filed an initiative to repeal SB 1. The initiative, entitled “ELIMINATES RECENTLY ENACTED ROAD REPAIR AND TRANSPORTATION FUNDING BY REPEALING REVENUES DEDICATED FOR THOSE PURPOSES,” was cleared for signature by the Secretary of State on July 10. The initiative must receive 365,880 valid signatures by January 8, 2018 to qualify for the next General Election ballot, slated for November, 2018. As of this writing, however, the sponsor has not begun to circulate signature petitions; in fact, Mr. Allen has sued the California Attorney General, arguing that the official ballot title & summary statement that the AG’s office prepared for those petitions is misleading. Specifically, his lawsuit says the official ballot summary misleadingly describes the initiative as a measure to repeal money for road repairs; the lawsuit also points out that the words “tax” and “fee” do not appear in the official ballot measure title.

Nonetheless, in anticipation of a potential ballot initiative, the Fix Our Roads Coalition (of which STA is a member), has been actively discussing a strategy for ensuring the initiative’s defeat.

Cap and Trade

On July 25, Governor Brown signed AB 398 (E. Garcia), which extends the state’s Cap and Trade program through December 31, 2030. The bill also improves the program’s structure by establishing a price ceiling for auction allowances, limiting the use of out-of-state carbon offsets, and decreasing free carbon allowances by over 40 percent by 2030.

When the Legislature reconvenes later this summer, Legislative leaders will turn to finalizing a Cap and Trade Expenditure Plan, which could include a reconfiguration of the continuous appropriation of Cap and Trade auction proceeds established by SB 862 (Committee on Budget and Fiscal Review) [Chapter 36, Statutes of 2014]. The continuous appropriation currently supports the Transit and Intercity Capital program (TIRCP), the Low Carbon Transit Operations program (LCTOP), the Affordable Housing and Sustainable Communities program, and the California high-speed rail project.

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Sacramento, CA 95814

RM3

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 across all nine counties. Senator Beall has authored legislation moving through the process, but it lacked significant details until quite recently. Now SB 595 authorizes the Bay Area Toll Authority to select the amount of the proposed toll increase, not to exceed \$3, to be placed on the ballot for voter approval. 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.

Recently, the bill was amended to include a list of projects for funding. In terms of benefits for Solano County, SB 595 includes the following:

- **I-80/680/SR 12 Interchange Improvements \$175 million**
- **Solano Westbound I-80 Truck Scales \$125 million**
- **Highway 37 Corridor Access Improvements and Sea Level Rise Adaptation \$150 million**
- **Corridor Express Lanes (I-80 Red Top Road to I505) \$300 million***
- **Ferries (new vessels, added frequency and service expansion) \$325 million***

* A portion of which could be spent in Solano County; other regional projects are also eligible for these funds

We have been very involved on your behalf in the effort to craft an RM3 path forward that favors Solano's priorities. However, the negotiations are not yet complete: some legislators are continuing to push for different toll revenue distribution schemes than what is currently in SB 595, with some clearly desiring investments on *new* or *added* projects in certain of their jurisdictions, and/ or others advocating for *enhancements* to some of the *existing* investments.

As well, some legislators indicate they want more amendments along policy lines, such as creation of an Inspector General office to oversee expenditure of these funds by the various local agencies and the Metropolitan Transportation Commission. **The bill is currently in the Assembly Appropriations Committee and will be heard after the Legislature returns from Summer Recess.**

AMENDED IN ASSEMBLY JULY 19, 2017
AMENDED IN ASSEMBLY JULY 3, 2017
AMENDED IN SENATE MAY 26, 2017
AMENDED IN SENATE APRIL 18, 2017
AMENDED IN SENATE APRIL 5, 2017
AMENDED IN SENATE APRIL 3, 2017

SENATE BILL

No. 595

Introduced by Senator Beall

(Coauthors: Senators Hill, *McGuire*, Skinner, Wieckowski, and Wiener)

(Principal coauthors: Assembly Members Bonta, Chiu, Mullin, and Ting)

(Coauthors: Assembly Members *Berman*, Chu, Low, Quirk, and Thurmond)

February 17, 2017

An act to amend Sections 30102.5, 30891, 30911, 30915, 30916, 30918, 30920, 30922, and 30950.3 of, and to add Sections 30914.7 and 30923 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. Metropolitan Transportation Commission: toll bridge revenues.

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related

responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

This bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for ~~unspecified~~ *specified* projects and programs. The bill would require the BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize the BATA, beginning January 1, 2019, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment and as otherwise specified in statute, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. By requiring this election, the bill would impose a state-mandated local program. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure, it would make an appropriation.

This bill would require the BATA to establish an independent oversight committee no later than January 1, 2020, with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill would require the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: yes.

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

- 1 SECTION 1. The Legislature finds and declares all of the
2 following:
- 3 (a) The San Francisco Bay area’s strong economy and growing
4 population are placing a tremendous burden on its aging
5 transportation infrastructure. Between 2010 and 2040, the
6 population is forecasted to grow by 2.3 million, while the number
7 of jobs are projected to grow by 1.3 million.
- 8 (b) Traffic congestion on the region’s seven state-owned toll
9 bridges degrades the bay area’s quality of life, impairs its economy,
10 and shows no signs of abating. Between 2010 and 2015, combined
11 volumes on the region’s seven state-owned toll bridges grew by
12 11 percent, while volumes on just the Dumbarton Bridge, the
13 Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge
14 grew by 20 percent.
- 15 (c) In 2015, five of the region’s top 10 worst congested roadways
16 were in the South Bay (San Mateo or Santa Clara Counties).
- 17 (d) In the San Francisco-Oakland Bay Bridge corridor from
18 Hercules to San Francisco, weekday traffic speeds average less
19 than 35 mph from 5:35 a.m. until 7:50 p.m.
- 20 (e) Weekday congestion on the west approach to the San
21 Francisco-Oakland Bay Bridge in the eastbound direction typically
22 begins before 1 p.m. and continues until 9:30 p.m.
- 23 (f) Weekday northbound traffic congestion on State Highway
24 Route 101 from Novato to Petaluma begins by 3 p.m. and typically
25 lasts over three hours.
- 26 (g) Daily peak-hour traffic on State Highway Route 37 between
27 Marin and Solano Counties jumped over 40 percent from 2010 to
28 2015.

1 (h) The region’s only rail link across San Francisco Bay, the
2 Bay Area Rapid Transit District (BART), is 44 years old and faces
3 multibillion-dollar capital funding shortfalls to accommodate
4 growing ridership and achieve a state of good repair. Meanwhile,
5 BART ridership is at record levels, exceeding 128 million in fiscal
6 year 2016, a 27-percent increase from fiscal year 2010.

7 (i) Annual ridership on ferries from Alameda, Oakland, and
8 Vallejo to San Francisco and South San Francisco more than
9 doubled between 2010 and 2016, from 1.1 million to 2.5 million.

10 (j) Ridership on the weekday transbay bus service provided by
11 the Alameda-Contra Costa Transit District rose 33 percent between
12 2012 and 2016.

13 (k) Truck traffic in and out of the Port of Oakland grew by 33
14 percent since 2000 and contributes to worsening congestion on
15 the region’s bridges and roadways. An estimated 99 percent of the
16 containerized goods moving through northern California are loaded
17 or discharged at the port.

18 (l) The last time bay area voters had the opportunity to approve
19 new funding for improvements in the bridge corridors was in 2004,
20 when voters approved Regional Measure 2, a \$1 toll increase.

21 (m) To improve the quality of life and sustain the economy of
22 the San Francisco Bay area, it is the intent of the Legislature to
23 require the Metropolitan Transportation Commission to place on
24 the ballot a measure authorizing the voters to approve an
25 expenditure plan to improve mobility and enhance travel options
26 on the bridges and bridge corridors to be paid for by an increase
27 in the toll rate on the seven state-owned bridges within its
28 jurisdiction.

29 SEC. 2. It is the intent of the Legislature to authorize or create
30 a transportation inspector general to conduct audits and
31 investigations of activities involving any toll revenues generated
32 pursuant to the regional measure described in Section 30923 of
33 the Streets and Highways Code, if the voters approve that measure.

34 SEC. 3. Section 30102.5 of the Streets and Highways Code is
35 amended to read:

36 30102.5. Consistent with Section 30918, the Bay Area Toll
37 Authority shall fix the rates of the toll charge, except as provided
38 in Sections 30921 and 30923, and may grant reduced-rate and
39 toll-free passage on the state-owned toll bridges within the
40 jurisdiction of the Metropolitan Transportation Commission.

1 SEC. 4. Section 30891 of the Streets and Highways Code is
2 amended to read:

3 30891. The commission may retain, for its cost in administering
4 this article, an amount not to exceed one-quarter of 1 percent of
5 the revenues allocated by it pursuant to Section 30892 and of the
6 revenues allocated by it pursuant to Sections 30913, 30914, and
7 30914.7.

8 SEC. 5. Section 30911 of the Streets and Highways Code is
9 amended to read:

10 30911. (a) The authority shall control and maintain the Bay
11 Area Toll Account and other subaccounts it deems necessary and
12 appropriate to document toll revenue and operating expenditures
13 in accordance with generally accepted accounting principles.

14 (b) (1) After the requirements of any bond resolution or
15 indenture of the authority for any outstanding revenue bonds have
16 been met, the authority shall transfer on a regularly scheduled basis
17 as set forth in the authority's annual budget resolution, the revenues
18 defined in subdivision (b) of Sections 30913, 30914, and 30914.7
19 to the commission. The funds transferred are continuously
20 appropriated to the commission to expend for the purposes
21 specified in subdivision (b) of Sections 30913, 30914, and 30914.7.

22 (2) For the purposes of paragraph (1), the revenues defined in
23 subdivision (b) of Section 30913 and subdivision (a) of Section
24 30914 include all revenues accruing since January 1, 1989.

25 SEC. 6. Section 30914.7 is added to the Streets and Highways
26 Code, to read:

27 30914.7. (a) If the voters approve a toll increase pursuant to
28 Section 30923, the authority shall, consistent with the provisions
29 of subdivisions (b) and (c), fund the projects and programs
30 described in this subdivision that shall collectively be known as
31 the Regional Measure 3 expenditure plan by bonding or transfers
32 to the Metropolitan Transportation Commission. These projects
33 and programs have been determined to reduce congestion or to
34 make improvements to travel in the toll bridge corridors, from toll
35 revenues of all bridges:

36 (1) *BART Expansion Cars. Five hundred million dollars*
37 *(\$500,000,000).*

38 (2) *Corridor Express Lanes: Interstate 80 between Alameda*
39 *County and Contra Costa County, Alameda County Interstate 880,*
40 *Alameda-Contra Costa Interstate 680, San Francisco Highway*

- 1 101, San Mateo Highway 101, State Route 84, State Route 92,
 2 Solano Interstate 80 Express Lanes from Red Top Road to
 3 Interstate 505. Three hundred million dollars (\$300,000,000).
- 4 (3) Goods Movement and Mitigation: Interstate 580 and
 5 Interstate 880 in Alameda County, Port of Oakland, Freight Rail
 6 Improvements. One hundred twenty-five million dollars
 7 (\$125,000,000).
- 8 (4) Bay Trail/Safe Routes to Transit. One hundred fifty million
 9 dollars (\$150,000,000).
- 10 (5) Ferries: new vessels to add frequency to existing routes and
 11 service expansion in the Counties of Alameda, Contra Costa, San
 12 Mateo, San Francisco, and Solano, and the Antioch terminal.
 13 Three hundred twenty-five million dollars (\$325,000,000).
- 14 (6) BART to Silicon Valley: Phase Two. Four hundred million
 15 dollars (\$400,000,000).
- 16 (7) Sonoma-Marin Area Rail Transit District (SMART). Forty
 17 million dollars (\$40,000,000).
- 18 (8) Capitol Corridor Connection. Ninety million dollars
 19 (\$90,000,000).
- 20 (9) Caltrain Downtown Extension: Transbay Terminal Phase
 21 Two. Three hundred fifty million dollars (\$350,000,000).
- 22 (10) MUNI Expansion Vehicles. One hundred forty million
 23 dollars (\$140,000,000).
- 24 (11) Core Capacity Transit Improvement Serving the Bay Bridge
 25 corridor. One hundred forty million dollars (\$140,000,000).
- 26 (12) Alameda–Contra Costa Transit District (AC Transit):
 27 Rapid Bus Improvements. Fifty million dollars (\$50,000,000).
- 28 (13) New Transbay BART Tube and Approaches. Fifty million
 29 dollars (\$50,000,000).
- 30 (14) Tri-Valley Transit Access Improvements. One hundred
 31 million dollars (\$100,000,000).
- 32 (15) Eastridge to BART Regional Connector. One hundred thirty
 33 million dollars (\$130,000,000).
- 34 (16) San Jose Diridon Station. One hundred twenty million
 35 dollars (\$120,000,000).
- 36 (17) Dumbarton Rail/Altamont Corridor Express
 37 (ACE)/BART/Shinn Station. One hundred thirty million dollars
 38 (\$130,000,000).
- 39 (18) Highway 101/State Route 92 Interchange. Fifty million
 40 dollars (\$50,000,000).

1 (19) Contra Costa Interstate 680/State Route 4 Interchange
2 Improvements and Transit Enhancements. One hundred fifty million
3 dollars (\$150,000,000).

4 (20) Marin-Sonoma Narrows. One hundred twenty-five million
5 dollars (\$125,000,000).

6 (21) Solano Interstate 80/Interstate 680/State Route 12
7 Interchange Improvements. One hundred seventy-five million
8 dollars (\$175,000,000).

9 (22) Solano West-Bound Interstate 80 Truck Scales. One
10 hundred twenty-five million dollars (\$125,000,000).

11 (23) Highway 37 Corridor Access Improvements from Highway
12 101 to Interstate 80 and Sea Level Rise Adaptation. One hundred
13 fifty million dollars (\$150,000,000).

14 (24) San Rafael Transit Center/SMART. Thirty million dollars
15 (\$30,000,000).

16 (25) Marin Highway 101/580 Interchange. One hundred
17 thirty-five million (\$135,000,000).

18 (26) North Bay Transit Improvements: Contra Costa, Marin,
19 Napa, Solano, and Sonoma. One hundred million dollars
20 (\$100,000,000).

21 (27) State Route 29, South Napa County. Twenty million dollars
22 (\$20,000,000).

23 (b) (1) Not more than 16 percent of the revenues generated
24 from the toll increase shall be made available annually for the
25 purpose of providing operating assistance for transit services as
26 set forth in the authority’s annual budget resolution. The funds
27 shall be made available to the provider of the transit services
28 subject to the performance measures described in paragraph-(2)-
29 (3). If the funds cannot be obligated for operating assistance
30 consistent with the performance measures, these funds shall be
31 obligated for other operations consistent with this chapter.

32 (2) The Metropolitan Transportation Commission may annually
33 fund the following operating programs as another component of
34 the Regional Measure 3 expenditure plan:

35 (A) Transbay Terminal. Five million dollars (\$5,000,000).

36 (B) Ferries. Thirty-five million dollars (\$35,000,000).

37 (C) Regional Express Bus. Twenty million dollars (\$20,000,000).

38 (2)

1 (3) Prior to the allocation of revenue for transit operating
2 assistance under ~~paragraph (1)~~, *paragraphs (1) and (2)*, the
3 Metropolitan Transportation Commission shall:

4 (A) Adopt performance measures related to fare-box recovery,
5 ridership, or other indicators, as appropriate. The performance
6 measures shall be developed in consultation with the affected
7 project sponsors.

8 (B) Execute an operating agreement with the sponsor of the
9 project. This agreement shall include, but is not limited to, an
10 operating plan that is consistent with the adopted performance
11 measures. The agreement shall include a schedule of projected
12 fare revenues and any other operating funding that will be dedicated
13 to the service. For any individual project sponsor, this operating
14 agreement may include additional requirements, as determined by
15 the commission.

16 (C) In an operating agreement executed pursuant to
17 subparagraph (B), the Metropolitan Transportation Commission
18 shall grant a project sponsor at least five years to establish new or
19 enhanced service. The Metropolitan Transportation Commission
20 shall use a ridership forecast as the basis for performance measures
21 adopted pursuant to subparagraph (A) and to establish performance
22 measures in following years. If transit service does not achieve
23 the performance targets within the timeframe granted to the project
24 sponsor, the project sponsor shall notify the Metropolitan
25 Transportation Commission, agree to a new timeframe determined
26 by the commission to achieve the performance targets, and take
27 needed steps to remedy the transit service to meet the performance
28 standards. The Metropolitan Transportation Commission may take
29 action to redirect funding to alternative project sponsors if the
30 performance targets are not met within the new timeframe.

31 (c) (1) For all projects authorized under subdivision (a), the
32 project sponsor shall submit an initial project report to the
33 Metropolitan Transportation Commission before July 1, ____.
34 This report shall include all information required to describe the
35 project in detail, including the status of any environmental
36 documents relevant to the project, additional funds required to
37 fully fund the project, the amount, if any, of funds expended to
38 date, and a summary of any impediments to the completion of the
39 project. This report, or an updated report, shall include a detailed
40 financial plan and shall notify the commission if the project sponsor

1 will request toll revenue within the subsequent 12 months. The
 2 project sponsor shall update this report as needed or requested by
 3 the commission. No funds shall be allocated by the commission
 4 for any project authorized by subdivision (a) until the project
 5 sponsor submits the initial project report, and the report is reviewed
 6 and approved by the commission.

7 (2) If multiple project sponsors are listed for projects listed in
 8 subdivision (a), the commission shall identify a lead sponsor in
 9 coordination with all identified sponsors, for purposes of allocating
 10 funds. For any projects authorized under subdivision (a), the
 11 commission shall have the option of requiring a memorandum of
 12 understanding between itself and the project sponsor or sponsors
 13 that shall include any specific requirements that must be met prior
 14 to the allocation of funds provided under subdivision (a).

15 (d) If the voters approve a toll increase pursuant to Section
 16 30923, the authority shall within 24 months of the election date
 17 include the projects in a long-range plan. The authority shall update
 18 its long-range plan as required to maintain its viability as a strategic
 19 plan for funding projects authorized by this section. The authority
 20 shall, by January 1, 2020, submit its updated long-range plan to
 21 the transportation policy committee of each house of the
 22 Legislature for review.

23 SEC. 7. Section 30915 of the Streets and Highways Code is
 24 amended to read:

25 30915. With respect to all construction and improvement
 26 projects specified in Sections 30913, 30914, and 30914.7, project
 27 sponsors and the department shall seek funding from all other
 28 potential sources, including, but not limited to, the State Highway
 29 Account and federal matching funds. The project sponsors and
 30 department shall report to the authority concerning the funds
 31 obtained under this section.

32 SEC. 8. Section 30916 of the Streets and Highways Code is
 33 amended to read:

34 30916. (a) The base toll rate for vehicles crossing the
 35 state-owned toll bridges within the geographic jurisdiction of the
 36 commission as of January 1, 2003, is as follows:

38	Number of Axles	Toll
39	Two axles	\$ 1.00
40		

1	Three axles	3.00
2	Four axles	5.25
3	Five axles	8.25
4	Six axles	9.00
5	Seven axles & more	10.50

6

7 (b) If the voters approve a toll increase, pursuant to Section
8 30921, commencing July 1, 2004, the base toll rate for vehicles
9 crossing the bridges described in subdivision (a) is as follows:

10

11	Number of axles	Toll
12	Two axles	\$ 2.00
13	Three axles	4.00
14	Four axles	6.25
15	Five axles	9.25
16	Six axles	10.00
17	Seven axles & more	11.50

18

19 (c) If the voters approve a toll increase, pursuant to Section
20 30923, the authority shall increase the base toll rate for vehicles
21 crossing the bridges described in subdivision (a) by the amount
22 approved by the voters pursuant to Section 30923. The authority
23 may, beginning January 1, 2019, phase in the toll increase over a
24 period of time and may adjust the toll increase for inflation based
25 on the California Consumer Price Index after the toll increase has
26 been phased in completely.

27 (d) The authority shall increase the amount of the toll only if
28 required to meet its obligations on any bonds or to satisfy its
29 covenants under any bond resolution or indenture. The authority
30 shall hold a public hearing before adopting a toll schedule reflecting
31 the increased toll charge.

32 (e) Nothing in this section shall be construed to prohibit the
33 adoption of either a discounted commute rate for two-axle vehicles
34 or of special provisions for high-occupancy vehicles under terms
35 and conditions prescribed by the authority in consultation with the
36 department.

37 SEC. 9. Section 30918 of the Streets and Highways Code is
38 amended to read:

39 30918. (a) It is the intention of the Legislature to maintain
40 tolls on all of the bridges specified in Section 30910 at rates

1 sufficient to meet any obligation to the holders of bonds secured
2 by the bridge toll revenues. The authority shall retain authority to
3 set the toll schedule as may be necessary to meet those bond
4 obligations. The authority shall provide at least 30 days' notice to
5 the transportation policy committee of each house of the
6 Legislature and shall hold a public hearing before adopting a toll
7 schedule reflecting the increased toll rate.

8 (b) The authority shall increase the toll rates specified in the
9 adopted toll schedule in order to meet its obligations and covenants
10 under any bond resolution or indenture of the authority for any
11 outstanding toll bridge revenue bonds issued by the authority and
12 the requirements of any constituent instruments defining the rights
13 of holders of related obligations of the authority entered into
14 pursuant to Section 5922 of the Government Code and,
15 notwithstanding Section 30887 or subdivision (d) of Section 30916
16 of this code, or any other law, may increase the toll rates specified
17 in the adopted toll schedule to provide funds for the planning,
18 design, construction, operation, maintenance, repair, replacement,
19 rehabilitation, and seismic retrofit of the state-owned toll bridges
20 specified in Section 30910 of this code, to provide funding to meet
21 the requirements of Sections 30884 and 30911 of this code, and
22 to provide funding to meet the requirements of voter-approved
23 regional measures pursuant to Sections 30914 and 30921 of this
24 code.

25 (c) The authority's toll structure for the state-owned toll bridges
26 specified in Section 30910 may vary from bridge to bridge and
27 may include discounts for vehicles classified by the authority as
28 high-occupancy vehicles, notwithstanding any other law.

29 (d) If the authority establishes high-occupancy vehicle lane fee
30 discounts or access for vehicles classified by the authority as
31 high-occupancy vehicles for any bridge, the authority shall
32 collaborate with the department to reach agreement on how the
33 occupancy requirements shall apply on each segment of highway
34 that connects with that bridge.

35 (e) All tolls referred to in this section and Sections 30916,
36 31010, and 31011 may be treated by the authority as a single
37 revenue source for accounting and administrative purposes and
38 for the purposes of any bond indenture or resolution and any
39 agreement entered into pursuant to Section 5922 of the Government
40 Code.

1 (f) It is the intent of the Legislature that the authority should
2 consider the needs and requirements of both its electronic and
3 cash-paying customers when it designates toll payment options at
4 the toll plazas for the toll bridges under its jurisdiction.

5 SEC. 10. Section 30920 of the Streets and Highways Code is
6 amended to read:

7 30920. The authority may issue toll bridge revenue bonds to
8 finance any or all of the projects, including those specified in
9 Sections 30913, 30914, and 30914.7, if the issuance of the bonds
10 does not adversely affect the minimum amount of toll revenue
11 proceeds designated in Section 30913 and in paragraph (4) of
12 subdivision (a) of, and subdivision (b) of, Section 30914 for rail
13 extension and improvement projects and transit projects to reduce
14 vehicular traffic. A determination of the authority that a specific
15 project or projects shall have no adverse effect will be binding and
16 conclusive in all respects.

17 SEC. 11. Section 30922 of the Streets and Highways Code is
18 amended to read:

19 30922. Any action or proceeding to contest, question, or deny
20 the validity of a toll increase provided for in this chapter, the
21 financing of the transportation program contemplated by this
22 chapter, the issuance of any bonds secured by those tolls, or any
23 of the proceedings in relation thereto, shall be commenced within
24 60 days from the date of the election at which the toll increase is
25 approved. After that date, the financing of the program, the issuance
26 of the bonds, and all proceedings in relation thereto, including the
27 adoption, approval, and collection of the toll increase, shall be held
28 valid and incontestable in every respect.

29 SEC. 12. Section 30923 is added to the Streets and Highways
30 Code, to read:

31 30923. (a) For purposes of the special election to be conducted
32 pursuant to this section, the authority shall select an amount of the
33 proposed increase in the toll rate, not to exceed three dollars (\$3),
34 for vehicles crossing the bridges described in Section 30910 to be
35 placed on the ballot for approval by the voters.

36 (b) The toll rate for vehicles crossing the bridges described in
37 Section 30910 shall not be increased to the rate described in
38 subdivision (c) of Section 30916 prior to the availability of the
39 results of a special election to be held in the City and County of
40 San Francisco and the Counties of Alameda, Contra Costa, Marin,

1 Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine
2 whether the residents of those counties and of the City and County
3 of San Francisco approve the toll increase.

4 (c) The revenue derived from the toll increase shall be used to
5 meet all funding obligations associated with projects and programs
6 described in Section 30914.7. To the extent additional toll funds
7 are available from the toll increase, the authority may use them
8 for bridge rehabilitation and for projects and programs aimed at
9 reducing congestion and improving travel options in the bridge
10 corridors.

11 (d) (1) Notwithstanding any provision of the Elections Code,
12 the Board of Supervisors of the City and County of San Francisco
13 and of each of the counties described in subdivision (b) shall call
14 a special election to be conducted in the City and County of San
15 Francisco and in each of the counties that shall be consolidated
16 with the November 6, 2018, general election.

17 (2) The following question shall be submitted to the voters as
18 Regional Measure 3 and stated separately in the ballot from state
19 and local measures: “Shall voters authorize the Regional Measure
20 3 expenditure plan that does the following:

21 (A) Directs revenues generated through the collection of bridge
22 tolls to provide the following projects:

23 (B) Approves a ____ toll increase and authorizes the Bay Area
24 Toll Authority, beginning January 1, 2019, to phase in the toll
25 increase and to adjust that amount for inflation after the toll
26 increase has been phased in completely, on all toll bridges in the
27 bay area, except the Golden Gate Bridge?”

28 (3) The blank provision in the portion of the ballot question
29 described in subparagraph (B) of paragraph (2) shall be filled in
30 with the amount of the toll increase selected pursuant to subdivision

31 (a).

32 (e) The ballot pamphlet for the special election shall include a
33 summary of the Regional Measure 3 expenditure plan regarding
34 the eligible projects and programs to be funded pursuant to Section
35 30914.7. The Metropolitan Transportation Commission shall
36 prepare a summary of the Regional Measure 3 expenditure plan.

37 (f) The county clerks shall report the results of the special
38 election to the authority. If a majority of all voters voting on the
39 question at the special election vote affirmatively, the authority

1 may phase in the increased toll schedule beginning January 1,
2 2019, consistent with subdivision (c) of Section 30916.

3 (g) If a majority of all the voters voting on the question at the
4 special election do not approve the toll increase, the authority may
5 by resolution resubmit the measure to the voters at a subsequent
6 general election. If a majority of all of the voters vote affirmatively
7 on the measure, the authority may adopt the toll increase and
8 establish its effective date and establish the completion dates for
9 all reports and studies required by Sections 30914.7 and 30950.3.

10 (h) (1) Each county and city and county shall share translation
11 services for the ballot pamphlet and shall provide the authority a
12 certified invoice that details the incremental cost of including the
13 measure on the ballot, as well as the total costs associated with the
14 election.

15 (2) The authority shall reimburse each county and city and
16 county participating in the election for the incremental cost of
17 submitting the measure to the voters. These costs shall be
18 reimbursed from revenues derived from the tolls if the measure is
19 approved by the voters, or, if the measure is not approved, from
20 any bridge toll revenues administered by the authority.

21 (i) If the voters approve a toll increase pursuant to this section,
22 the authority shall establish an independent oversight committee
23 no later than January 1, 2020, to ensure that any toll revenues
24 generated pursuant to this section are expended consistent with
25 the applicable requirements set forth in Section 30914.7. The
26 oversight committee shall include two representatives from each
27 county within the jurisdiction of the commission. Each
28 representative shall be appointed by the applicable county board
29 of supervisors and serve a four-year term and shall be limited to
30 two terms. The oversight committee shall annually review the
31 expenditure of funds by the authority for the projects and programs
32 specified in Section 30914.7 and prepare a report summarizing its
33 findings. The oversight committee may request any documents
34 from the authority to assist the committee in performing its
35 functions.

36 (j) If voters approve a toll increase pursuant to this section, the
37 authority shall annually prepare a report to the Legislature, in
38 conformance with Section 9795 of the Government Code, on the
39 status of the projects and programs funded pursuant to Section
40 30914.7.

1 (k) Except as provided in subdivision (c) of Section 30916 and
2 Section 30918, the toll rates contained in a toll schedule adopted
3 by the authority pursuant to this section shall not be changed
4 without statutory authorization by the Legislature.

5 SEC. 13. Section 30950.3 of the Streets and Highways Code
6 is amended to read:

7 30950.3. (a) The authority shall prepare, adopt, and from time
8 to time revise, a long-range plan for the completion of all projects
9 within its jurisdiction, including those of the Regional Traffic
10 Relief Plan described in subdivision (c) of Section 30914 and the
11 Regional Measure 3 expenditure plan described in subdivision (a)
12 of Section 30914.7.

13 (b) The authority shall give first priority to projects and
14 expenditures that are deemed necessary by the department to
15 preserve and protect the bridge structures.

16 SEC. 14. If the Commission on State Mandates determines
17 that this act contains costs mandated by the state, reimbursement
18 to local agencies and school districts for those costs shall be made
19 pursuant to Part 7 (commencing with Section 17500) of Division
20 4 of Title 2 of the Government Code.

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August 18, 2017

Page 1 of 2

The Honorable Kevin de León
President Pro Tempore, California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker, California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

RE: Double Investment in Public Transportation in FY 2017-18 Cap and Trade Expenditure Plan

Dear President pro Tempore de León and Speaker Rendon:

On behalf of Solano Transportation Authority, I write to you today to respectfully request that you strengthen the state's commitment to public transportation and clean air by doubling the percentage of annual Cap and Trade auction proceeds directed to the Transit and Intercity Rail Capital program (TIRCP) and the Low Carbon Transit Operations program (LCTOP). These programs, which respectively receive 10% and 5% of annual Cap and Trade auction proceeds have: driven the public transportation industry's investments in cleaner technologies, including electric transit buses and tier IV locomotives; accelerated the expansion of electrified rail throughout the state; and, increased transit service levels and operational efficiencies in disadvantaged communities.

STA applied for these highly competitive funds in 2015, requesting \$10M in capital funds for the new Fairfield/Vacaville Intermodal Train Station. The request included a transit operations component to connect a bus route to the station, which is located in a community of concern. STA was unsuccessful, but plans to submit project funding requests in the future.

As you are aware, the transportation sector is responsible for 38% of the greenhouse gas (GHG) emissions in the state. These emissions contribute not only to climate change, but to air quality challenges – the subject of the recently enacted AB 617 (C. Garcia) [Chapter 136, Statutes of 2017] – which disproportionately impact our state's most vulnerable communities. These emissions are attributable to our state's reliance on single-occupancy vehicle travel and a freight and rail network largely dependent on diesel fuel. Public transportation is the solution for reducing emissions from the transportation sector because, when it is fast and efficient, it pulls people out of their cars and puts them into a shared vehicle with low per-person emissions. Public transportation also supports other modes of zero-emission travel, like bicycling and walking.

With additional investment of Cap and Trade auction proceeds, public transportation agencies like ours will be able to further invest in projects that expand capacity, increase service levels, and improve accessibility and reliability for the traveling public with a focus on low-income and disadvantaged communities. With additional funding, our agency would advance the following projects:

1. Vallejo Station Parking Structure Phase B
2. Fairfield/Vacaville Intermodal Train Station
3. SolanoExpress Intercity bus facilities and operations expansion

STA Ltr. to The Honorable KdeLeon and ARendon, CA State Senate dated August 17, 2017
RE: Double Investment in Public Transportation in FY 2017-18 Cap and Trade Expenditure Plan

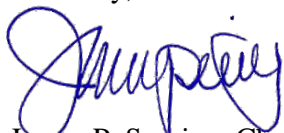
These projects would result in benefits that include:

- bringing transit connectivity to Vallejo (a disadvantaged community)
- creating transit-oriented development around two highly used transit facilities (Vallejo Transit Center and Vallejo Ferry Station – the most heavily impacted ferry in the Bay Area) by converting surface parking lots into housing
- providing passenger rail service to a growing population in Fairfield and Vacaville that is adjacent to Travis Air Force Base and other major employment centers
- constructing 3 transit stops to accommodate the efficiency improvements of SolanoExpress bus service, and providing operations funds

As noted in the Brown Administration’s California Transportation Plan 2040, these types of projects will be instrumental in meeting our future mobility needs and reducing GHG emissions to meet our 2030 and 2050 GHG emissions targets.

Thank you for your consideration of our request. If you have any questions about the importance of the TIRCP and LCTOP to our agency and the benefits of additional investment in public transportation, please contact STA Executive Director Daryl Halls at 707-424-6075.

Sincerely,



James P. Sperring, Chair
Solano County
Supervisor, District 3

cc: The Honorable Edmund G. Brown, Jr., Governor, State of California
The Honorable Holly Mitchell, Chair, Senate Budget and Fiscal Review Committee
The Honorable Bob Wieckowski, Chair, Senate Budget Subcommittee No. 2 on Resources,
Environmental Protection, Energy and Transportation
The Honorable Phil Ting, Chair, Assembly Budget Committee
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee No. 3 on Resources and
Transportation
The Honorable Bill Dodd, Senate District 3
The Honorable Jim Frazier, Chair, Assembly Transportation Committee
The Honorable Cecilia Aguiar-Curry, Assembly District 4
The Honorable Tim Grayson, Assembly District 14
STA Board Members



DATE: August 18, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Elizabeth Richards, STA Consultant
RE: Status of Solano Mobility Update Study for Solano Seniors and People with Disabilities

Background:

By 2050, people age 65 and older are expected to comprise 20% of the total U.S. population. In Solano County, people age 65 and older are expected to comprise 21% of the total Solano County population in 2040, ten years sooner than the U.S as a whole. It is important to maintain and improve their quality of life. Solano seniors and people with disabilities need mobility and access to community resources such as employment, retail, medical, services, recreational, spiritual as well as to congregate with family and friends.

Solano Transportation Authority (STA) serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning. In September 2014, Metropolitan Transportation Commission (MTC) designated STA as the Consolidated Transportation Services Agency (CTSA) for Solano County. As a CTSA, STA works to identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Two Seniors and People with Disabilities Transportation Studies were conducted by STA in the past fifteen years; these focused on outreaching to local communities to identify the transportation needs of Seniors and People with Disabilities followed by identifying and prioritizing solutions. Many of the priority projects from these studies have been implemented. The 2011 Solano Transportation Study for Seniors and People with Disabilities Plan led to the Solano Mobility Management Plan and the implementation of Solano Mobility Programs such as the Solano Mobility Call Center, Countywide In Person Americans with Disabilities Act (ADA) Assessment Program, Travel Training, Senior Safe Driving Information, Intercity Taxi Scrip Program and designation of the STA as a Consolidated Transportation Services Agency (CTSA).

In May 2016, STA in collaboration with the Senior Coalition, Solano County and MTC conducted Solano Seniors and People with Disabilities Transportation Summit III. The purpose for Summit III was to learn about the progress since the last two summits, identify new and continuing transportation gaps and develop next steps. One of the next steps identified was to update the 2011 Solano Transportation Study for Seniors and People with Disabilities Plan.

Discussion:

A key step in updating the Solano Transportation Study for Seniors and People with Disabilities Study is community outreach in every Solano city which will consist of Mobility Summits, focus groups, surveying, and other community outreach. This project began in early 2017. Three Mobility Summits for Seniors and People with Disabilities have been held so far: Rio Vista (April), Suisun City (June) and Benicia (August). Community attendance ranged from 23 to 47 at these events. Community members have been actively engaged in the discussion sessions and other interactive activities.

At the Mobility Summits, there are three discussion sessions with the following topics: 1) What are the transportation challenges; 2) how can you assist with outreaching to the community on this subject; and 3) What are some ideas for solutions/strategies to address the highest priority issues. In addition, there is a dot exercise to prioritize the transportation challenges raised as well as 10 multiple choice 'clicker' questions.

A wide variety of transportation challenges were raised at the Mobility Summits. Challenges varied by location. A summary of the priority issues raised at each event are shown on Attachment A.

To encourage attendance, the Mobility Summits were promoted through extensive community outreach. Free fixed-route and paratransit was offered by the transit operators and has been used at each event. The STA looks forward to continuing to work with transit operators to offer this service at upcoming Mobility Summits. Transit operators have been an important member of the events' presentations as well. Partnering on community outreach is an opportunity for further coordination.

Materials were distributed at each Summit including User Surveys, Comment Cards, and Outreach Cards. Many of the User Surveys and Comment Cards were completed and returned at the events. The Outreach Cards have generated offers to assist with reaching others in the community. STA staff and consultants have been following up on these and other outreach leads. A Community Focus Group has been held in Rio Vista, another one is scheduled in September at the Suisun City Senior Center, and others are being planned in these cities and Benicia.

The next Mobility Summit will be held in Dixon on October 12th. An event to solicit input and develop partnerships with the County of Solano's Health and Social Services will be held in addition to the City Mobility Summits. The remaining three city Mobility Summits to be held in Vallejo, Vacaville, and Fairfield will be held in early 2018. A revised schedule for all the Mobility Summits is shown on Attachment B. These will be followed by a Countywide Mobility Summit.

The Mobility Summits are one of several avenues for community input. User surveys are a key method of collecting input beyond the Summits. Surveys have been distributed throughout the communities prior to each Mobility Summit, at the Summits and during outreach following the Summits. To date, over 230 have been received from throughout the County. A breakdown by city may be found on Attachment C. The survey is available as a hard copy in English or Spanish and is on-line at www.solanomobility.org. There is also a brief transportation Provider Survey on-line.

Recommendation:

Informational.

Attachments:

- A. Summary of Transportation Challenges Raised
- B. Schedule Update for City Summits
- C. Survey returns by City

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**Mobility Summits
for Seniors and People with Disabilities**

Priority Issues Identified

Rio Vista (April 2017)

- Need for medical/shopping bus to other cities in Solano County
- Need for more frequent bus service to Fairfield on weekdays and weekends
- The length of the bus trip is too long and the 15 minute wait for the bus is challenging
- Bus fare is too expensive

Suisun City (June 2017)

- Golden Pass being limited to certain areas of county
- Customer service of taxi and bus drivers needs improving
- Not enough intercity bus service
- Not enough bus shelters/benches and schedule information

Benicia (August 2017)

- Not enough transit service during the evening and weekends
- Concern about becoming stranded by transit
- Benicia Dial-A-Ride issues
- Limited ADA access along sidewalks
- Difficult accessing some bus stops

Solano Mobility Study Update
for Seniors and People with Disabilities Study

City Mobility Summits Draft Schedule

(8/18/17)

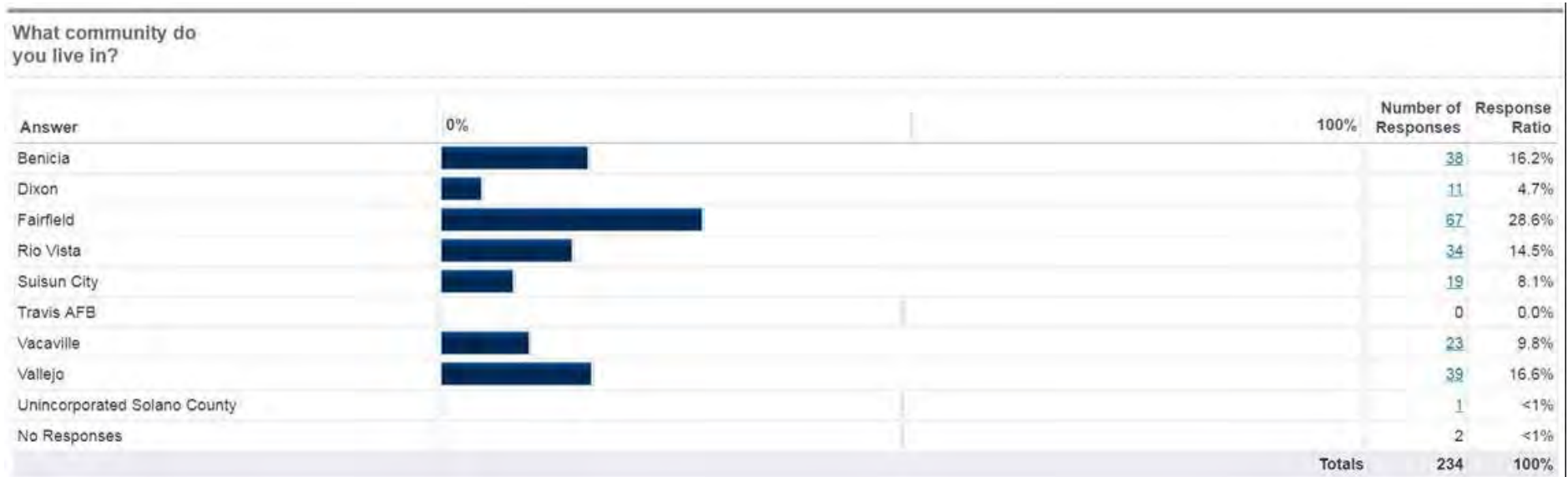
April 7, 2017	Rio Vista
June 1, 2017	Suisun City
August 4, 2017	Benicia
October 12, 2017	Dixon
February 2018	Vallejo
March 2018	Vacaville
May 2018	Fairfield

Additional community outreach and surveying is conducted beyond the city Mobility Summits.

Seniors and People with Disabilities Study

Survey Status

(8/15/17)



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DATE: August 22, 2017
TO: Solano Express Intercity Transit Consortium
FROM: Lloyd Nadal, SR2S Program Administrator
Brandon Thomson, Transit Mobility Coordinator
RE: Solano Community College (SCC) Student Transportation Fee Update

Background/Discussion:

At the May 2017 Consortium, members received a report on the status of the Solano Community College (SCC) Student Transportation Fee 2-Year Pilot Program. The Consortium, and subsequently the TAC and Board, approved recommendations to try to improve the programs performance for the second, and final, year of the pilot program. The recommendations focused on implementing a low-cost countywide unlimited access program for Community College students, using a smart phone application for boarding buses operated by FAST, SolTrans, Vacaville City Coach, and the regional SolanoExpress service.

Flowing from those approvals, STA, SCC, and the relevant transit operators have been working on the following with draft contracts in circulation:

1. SCC agrees to give the total campus fee revenue plus user fee revenue to STA each semester in FY 2017-18.
2. STA would then distribute the funds directly to the Transit Operators per semester based on student ridership and an agreed upon formula by STA and the Transit Operators.
3. The Transit Operators agree to provide a reduced student fare product for SCC student users who pay the transit fee in their registration and choose to pay the semester user fee (in accordance with their 50% reduced fee which was voted on last year). The product would entail:
 - a) Unlimited usage within the three Transit Agencies and SolanoExpress
 - b) User fee at \$50 for the semester (Fall 2017 and Spring 2018)
 - c) Accessing student fare product using a mobile application (provided by a third-party vendor who will be contracted with STA)
4. STA and the Transit Operators agree to a funding split for a turnkey mobile application to be used as part of the SCC Transit Pilot Program. The cost for the mobile application is estimated at \$114,000 which includes pilot development and implementation for one year. Ongoing maintenance of the mobile application will be divided between the four service entities based on the actual use (percentage split based on the collected revenues or boardings for the year). The estimated annual cost for ongoing maintenance is \$10,000/year. Agency specific changes to the program (fare changes/logo changes/ etc.), resulting in costs with ticketing vendor will be paid by the agency (100%).

Once the agreements are in place, the smart phone application will be developed and “rolled out” to SCC students. We will provide updates as the project progresses.

Recommendation:
Informational.



DATE: August 18, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Brandon Thomson, Transit Mobility Coordinator
RE: Senate Bill 1 (SB1) and State Transit Assistance Funds Population Based
Priorities

Background:

In April 2017 Senate Bill 1 (SB 1) – the Road Repair and Accountability Act of 2017 – was passed by a two-thirds majority in the California Legislature and signed into law by Governor Jerry Brown. As the largest transportation investment in California history, SB 1 is expected to raise \$52.4 billion for transportation investments statewide over the next decade. By 2018-19, MTC estimates SB 1 will generate more than \$365 million per year for transportation in the nine-county Bay Area. Most of that funding will be directed to tackling the enormous backlog of maintenance and repairs for our local streets, roads and public transit systems. Funding will also be available for mobility improvements and expanding bicycle and pedestrian access. The Bay Area is also well-positioned to benefit from the new statewide competitive grant programs to reduce congestion and improve freight movement along trade corridors.

Revenues to pay for SB 1 programs will come from new transportation-related fees and adjustments to state taxes on diesel fuel and gasoline. SB 1 will effectively take the state gas tax back where it used to be 20 years ago. In 1994, the base excise tax on gasoline was 18 cents per gallon, or around \$3 dollars per tank of gas, as a result of the voter-approved gas tax increase in Proposition 111. That rate has been fixed for more than two decades, even though \$3 buys significantly less maintenance and construction than it did in the 1990's. SB 1 sets the excise tax on gasoline at 30 cents per gallon – equivalent to what 18 cents in 1994 would be worth today.

The second part of the state gas tax is a price-based excise tax, which SB 1 sets at 17.3 cents per gallon beginning in 2019 – precisely where it was set when the gas tax swap was enacted in 2011. SB 1 eliminates the yearly adjustment based on the price of fuel, which has resulted in wild swings from a high of 21.5 cents per gallon in 2013-14 to a low of 9.8 cents per gallon today.

Discussion:

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, would be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent, though actual revenues will depend on the price of diesel fuel. These funds would augment the existing STA program and would not be subject to additional requirements or conditions. MTC estimates the Bay Area would receive approximately

\$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

STA staff recommends prioritizing needs for the increased amounts of SB1 Population Based Funds. STA has identified two countywide priorities; Intercity Taxi Scrip Phase 2 and expanding SolanoExpress service. Staff is proposing the STA Board submit a letter to MTC specifying these countywide priorities for these new funds in advance of these funds being included in a new regional program.

Recommendation:

Informational.

Attachment:

- A. Estimate of STAF in Senate Bill 1 for Population Based Funds

Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	Baseline Current STA Funding (FY 2016-17 Estimate)	Estimate of Net Increase in FY 2017-18*	Estimate of Net Increase in FY 2018-19 Estimate*
Statewide STA Funding	\$ 266,873,000	\$ 166,666,500	\$ 250,000,000
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	\$ 588,629	\$ 882,945
SUBTOTAL	\$ 22,459,586	\$ 14,015,008	\$ 21,022,533
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
SUBTOTAL	\$ 51,914,600	\$ 32,393,279	\$ 48,589,967
Total Revenue Based Funds	\$ 74,374,186	\$ 46,408,287	\$ 69,612,500
Population Based Funds	\$ 26,001,993	\$ 16,249,984	\$ 24,375,000
Bay Area Grand Total	\$ 100,376,179	\$ 62,658,271	\$ 93,987,500

* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov

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DATE : August 22, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Sean Hurley, Call Center Supervisor
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

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 July 2017, the Solano Mobility Call Center assisted 616 customers, of which 189 were ADA/Mobility related. The Call Center also assisted 374 walk in customers, processed twelve (12) Regional Transit Connection (RTC) applications, and sold nineteen (19) Clipper cards.

The call center assisted **7,505** customers. That's an increase of **66%** over the prior year for FY 2016-17..

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

Mobility Call Center Activities	17-May	17-Jun	FY 16/17 Totals	17-Jul
<u>Seniors & People W/Disabilities-Calls</u>				
ADA Paratransit Eligibility	31	67	537	37
RTC Questions	4	11	201	14
Trip Planning	5	12	50	18
<i>Calls Referred to Outside Agencies</i>				10
NonProfit	3	2	65	0
Private	9	1	75	10
Transit Agency	3	5	51	0
Taxi Scrip Local Questions	8	10	138	9
Taxi Scrip InterCity Questions	18	24	427	8
Totals:	81	132	1544	106
<u>Seniors & People W/Disabilities-Other</u>				
RTC Apps Processed	12	5	133	12
Senior/Disabled Walk-Ins	40	57	443	63
Materials Mailed	10	8	122	8
Totals:	62	70	698	83
<u>General Mobility Call Center</u>				
Transit Calls	38	24	507	20
SNCI Incentives/Programs	4	7	100	10
Trip Planning	16	14	281	18
Other	38	38	356	42
Totals:	96	83	1244	90
<u>General Walk-Ins</u>				
General Transit Questions	281	308	3327	310
Trip Planning	10	9	188	16
RTC Questions	2	0	62	2
Clipper Questions	2	0	77	3
Other - Taxi, Misc	5	10	229	6
Totals:	300	327	3883	337
<u>Sales</u>				
Clipper Card Sales	12	16	135	19
Senior	4	6	38	3
Adult	8	11	81	16
Youth	0	0	17	0
<u>Travel Training</u>				
Travel Training Referrals	11	0	43	4
Travel Training Completed	4	13	385	0
Individual	0	2	14	0
Classroom	0	0	325	0
Field Trip	4	11	46	0
<u>Outreach</u>				
Events & Presentations	5	3	25	1
# Attendees	214	50	707	47
Solano Mobility Website Hits	1293	1167	12176	1088
Total Calls	177	215	2788	196
Total Walk-Ins	375	413	4717	144



DATE: August 17, 2017
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Cory Peterson, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Metropolitan Transportation Commission (MTC) IDEA: Innovative Deployments to Enhance Arterials	\$13 million	September 29, 2017 (Category 1) November 17, 2017 (Category 2)
2.	**Bay Area Air Quality Management District (BAAQMD) Charge Program	Anticipated \$5 million	November 3, 2017
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
1.	Caltrans Adaptation Planning Grant Program	\$7 million	October 20, 2017
Federal			
1.	People For Bikes Community Grant	Up to \$10,000 per applicant	October 13, 2017

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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ATTACHMENT A

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants						
Metropolitan Transportation Commission (MTC) IDEA: Innovative Deployments to Enhance Arterials	Linda Lee MTC lee@mtc.ca.gov (415) 778-5225	September 29, 2017 (Category 1, commercially available technologies)	Approx. \$13 million	IDEA provides a funding opportunities to cities, counties, and transit agencies to deploy advanced technologies along their arterials to improve mobility, sustainability, and safety across all modes. Agencies may deploy mature, commercially available technologies (Category 1), or integrate newer connected and automated technologies (Category 2). Goal is to improve travel time and safety on arterials across the Bay Area. Paid for through federal funds.	N/A	Certain types of projects qualify for either Category 1 or 2. For more information, visit MTC's website on the grant: http://mtc.ca.gov/our-work/operate-coordinate/arterial-operations/idea-innovative-deployments-enhance-arterials
	Robert Rich MTC rich@mtc.ca.gov (415) 778-6621	November 17, 2017 (Category 2, connected/automated vehicle technologies)				
BAAQMD Charge Program	Grants Programs Information Request Line 415 749-4994	November 3, 2017 Must be in BAAQMD boundaries (western Solano County)	\$5 million	The Charge Program is an incentive that offers grant funding to help offset the cost of purchasing and installing new publicly available electric vehicle charging stations. Funded through the Transportation Funds for Clean Air fund.	N/A	Minimum grant application is \$10,000; enough for three Level 2 (6.6KW or higher) dual port charging stations.
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$7,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$5,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
Statewide Grants						
Caltrans Adaptation Planning Grant Program	Julia Biggar Caltrans Julia.biggar@dot.ca.gov (916) 654-6344 Brigitte Driller Caltrans Brigitte.driller@dot.ca.gov (916) 653-0426	October 20, 2017	\$7 million Available	The Adaptation Planning Grant Program, a product of the Road Repair & Accountability Act of 2017 (also known as SB 1), is a grant program to support local and regional adaptation planning efforts on the local transportation system. Projects could include resiliency studies, climate vulnerability assessments, adaptation plans, natural and green infrastructure adaptation plans, and updating existing plans to incorporate adaptation.	N/A	Minimum grant application is \$150,000. Local match is required. http://www.dot.ca.gov/hq/tpp/grants.html
Federal Grants						
People For Bikes Community Grant	Zoe Kircos 303-449-4893 x106 zoe@peopleforbikes.org	October 13, 2017	Up to \$10,000 per applicant	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. http://www.peopleforbikes.org/pages/grant-guidelines

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