Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, September 26, 2018
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	STAFF PERSON
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:50 p.m.)	
A. Update on Proposition 6 Fact Sheets	Vince Ma
B. STA Staff Update	Daryl Halls
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion. (1:50 – 1:55 p.m.)	
A. Minutes of the TAC Meeting of August 29, 2018 Recommendation: Approve TAC Meeting Minutes of August 29, 2018. **Pg. 5**	Johanna Masiclat
B. Fiscal Year (FY) 2018-19 Transportation Development Act (TDA) – October 2018 - City of Fairfield Recommendation: Forward a recommendation to the STA Board to approve the City of Fairfield's FY 2018-19 TDA Claim as shown in Attachment B. **Pg. 11**	Ron Grassi

TAC MEMBERS

William Tarbox	Joe Leach	Julie Lucido	Vacant	Michael Kashiwagi	Shawn Cunningham	Terrance Davis	Matt Tuggle
City of Benicia	**City of Dixon**	**City of Fairfield**	**City of Rio Vista**	**City of Suisun City**	**City of Vacaville**	**City of Vallejo**	**County of Solano**

C. **Development of Region-wide Performance Measures for Small Transit Operators** — Brandon Thomson
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to submit a letter to MTC regarding Region-wide Performance Measures for small transit operators in Solano County.
Pg. 15

6. **ACTION FINANCIAL ITEMS**

A. **Modification of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) to Allocate Solano County TDA Based on 50% Match** — Ron Grassi
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to amend the Solano County Intercity Taxi Card Program MOU between cities/transit agencies, the County, and STA to utilized the Solano County TDA as a dollar for dollar match to cities/transit agency contributions as proposed in Attachment B.
(1:55 – 2:05 p.m.)
Pg. 21

7. **ACTION NON FINANCIAL ITEMS**

A. **Regional Measure 3 Bridge Toll Competitive Programs Priority Projects** — Janet Adams
Recommendation:
Forward a recommendation to the STA Board to approve the priority transit projects for RM 3 as shown in Attachment C.
(2:05 – 2:20 p.m.)
Pg. 25

8. **INFORMATIONAL ITEMS – DISCUSSION**

A. **Status of I-80 Corridor Projects** — Janet Adams
(2:20 – 2:30 p.m.)
Pg. 31

B. **MTC's Development of Housing Incentive Pool (HIP) Criteria and Update on Compliance with Affordable Housing Laws** — Robert Guerrero
(2:30 – 2:40 p.m.)
Pg. 33

C. **Solano Active Transportation Plan (ATP) Update** — Cory Peterson
(2:40 – 2:50 p.m.)
Pg. 55

NO DISCUSSION

D. **Legislative Update** — Vincent Ma
Pg. 61

E. 2018 SolanoExpress Ridership Survey and Analysis Study Update Brandon Thomson
Pg. 71

F. Ridership Update for the Capitol Corridor Brandon Thomson
Pg. 75

G. Abandoned Vehicle Abatement (AVA) Program Brenda McNichols
Pg. 77

H. Summary of Funding Opportunities Triana Crighton
Pg. 79

I. Draft Meeting Minutes of STA Board & Advisory Committees Johanna Masiclat
Pg. 83

J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2018 Johanna Masiclat
Pg. 93

9. UPCOMING TAC AGENDA ITEMS

November 2018

A. Regional Transportation Impact Fee (RTIF) – Project Allocation Recommendation for Solano County/Dixon Railroad Corridor Safety Study
B. RM 3 Highway Funding Requests
C. Suisun City Priority Development Areas (PDAs) Presentation
D. Status of SB 1 Funding Post Election
E. Update of SR2S Engineering Projects

10. ADJOURNMENT

No meeting in October. The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, November 28, 2018.**

Meeting Schedule for Calendar Year 2018
No Meeting in October
1:30 p.m., Wed., November 28, 2018
1:30 p.m., Wed., December 19, 2018

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
August 29, 2018

1. CALL TO ORDER

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

TAC Members Present:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Garland Wong for Julie Lucido	City of Fairfield
	Yujun Du	City of Rio Vista
	Michael Kashiwagi	City of Suisun City
	Melissa Tigbao for Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano
TAC Members Absent:	Julie Lucido	City of Fairfield
	Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
STA Staff and Others Present:	***(In Alphabetical Order by Last Name)***	
	Anthony Adams	STA
	Janet Adams	STA
	Carmen Cole	City of Vallejo
	Triana Crighton	STA
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Vincent Ma	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans
	Erika McLitus	STA
	Lloyd Nadal	STA
	Cory Peterson	STA
	Brandon Thomson	STA
	Nouae Vue	City of Benicia

2. **APPROVAL OF THE AGENDA**
On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC unanimously approved the agenda to include the following amendments: (6 Ayes)

At yesterday's meeting, the SolanoExpress Intercity Transit Consortium voted to amend the following recommendations as noted below shown in ***~~strikethrough~~ bold italics***:

Item 5.C, Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for Fiscal Year (FY) 2018-2019 and FY 2019-20
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County and STA to June 30, 2020***~~, as shown in Attachment A~~***.

Item 5.D, Solano Community College (SCC) Student Transportation Fee Update (Amended staff report was distributed by staff).
Recommendation:
Forward a recommendation to the STA Board to approve:

1. ***Approve allowing Solano Community College students to continue to ride at no additional cost with a valid Solano Community College student ID SolanoExpress routes with origins and destinations within Solano County for the entire 2018-2019 school year.***
2. ***Authorize Executive Director to forward a letter to SolTrans, FAST and City Coach to allow Solano Community College students to continue to ride at no additional cost with a valid student ID their local routes and origins and destinations within Solano County.***

3. **OPPORTUNITY FOR PUBLIC COMMENT**
None presented.

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

STA staff reported on the following:

1. Daryl Halls, STA, provided an update on the progress of SB1 funded projects.
2. Vincent Ma, STA, reminded the STA TAC members that the deadline for nominations for the STA's Annual Awards Ceremony is due on September 4, 2018.
3. Matt Tuggle, County of Solano, asked other TAC members their process in acquiring surveyors.
4. Anthony Adams, STA, discussed encroachment permits with Caltrans.
5. Triana Crighton, STA, provided an update to the Water Transit Study.

5. **CONSENT CALENDAR**
On a motion by Joe Leach, and a second by Michael Kashiwagi, the STA TAC approved items A through E to include amendment on Item D as shown below in ***~~strikethrough~~ and bold italics***. (6 Ayes)

A. Minutes of the TAC Meeting of June 27, 2018
Recommendation:
Approve TAC Meeting Minutes of June 27, 2018.

B. Fiscal Year (FY) 2018-19 Transportation Development Act (TDA) Matrix – September 2018 – City of Rio Vista, Solano County Transit (SolTrans), and Revised Solano Transportation Authority (STA)
Recommendation:
Forward a recommendation to the STA Board to approve the September FY 2018-19 Solano TDA Matrix that includes City of Rio Vista, SolTrans and STA for FY 2018-19 as shown in Attachment B.

C. Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for Fiscal Year (FY) 2018-2019 and FY 2019-20
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County and STA to June 30, 2020~~*, as shown in Attachment A*~~**.**

D. Solano Community College (SCC) Student Transportation Fee Update
Recommendation:
Forward a recommendation to the STA Board to approve:

1. ***Approve allowing Solano Community College students to continue to ride at no additional cost with a valid Solano Community College student ID SolanoExpress routes with origins and destinations within Solano County for the entire 2018-2019 school year.***
2. ***Authorize Executive Director to forward a letter to SolTrans, FAST and City Coach to allow Solano Community College students to continue to ride at no additional cost with a valid student ID on their local routes with origins and destinations within Solano County.***

E. First/Last Mile Program Update
Recommendation:
Forward a recommendation to the STA Board to:

1. Authorize STA staff to expand the First/Last Mile Program to Solano Express stops and transit hubs in the county; and
2. Authorize STA Executive Director to extend the Lyft First/Last Mile Program contract through June 30, 2019.

6. ACTION FINANCIAL ITEMS

A. Local Streets and Roads (LS&R) Pavement Condition Index (PCI) Projections and Budget Shortfalls
After discussion, the STA TAC and staff requested to table this item until a future STA TAC meeting.

Yu Jun, City of Rio Vista, arrived at the meeting.

On a motion by Michael Kashiwagi, and a second by Joe Leach, the STA TAC voted to table this item until a future meeting. (7 Ayes)

7. ACTION NON FINANCIAL ITEMS

A. Transformative Projects for MTC's Horizon Initiative

Robert Guerrero reviewed two projects that STA staff is recommending for the STA TAC and Board's consideration to submit as the STA's priority transformative projects for MTC Horizon initiative which are the State Route 37 Corridor from I-80 to Hwy 101 and full build out of the Solano Express Lanes along I-80 and I-680. He added that STA staff recommends that the two identified projects be submitted before the deadline with a caveat that they could be withdrawn (or additional projects may be submitted) based on policy direction from the STA Board at the September 12th Board meeting.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to submit the following projects as the STA's Transformative Projects for MTC's Horizon Initiative:

1. State Route 37 Corridor from I-80 to Marin 101; and
2. Full build out of the Solano Express Lanes on I-80 and I-680.

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

B. State Route (SR) 37 Corridor Priorities – SR 37/Fairgrounds Drive

Robert Guerrero reported that STA staff is recommending the STA Board submit a letter to the SR 37 Policy Committee and MTC to amend the Corridor Study to include the SR 37/Fairground Dr. Project as a priority for Segment C in addition to Mare Island Interchange Project for Segment B (currently included in the Corridor Study). He noted that the SR 37/Fairgrounds Dr. project area has transit elements that will assist in reducing congestion on the corridor and is both a current, major activity center with Six Flags Discovery Kingdom and a future economic projects with the Solano 360 project located adjacent to this interchange. He concluded by stating that STA secured a funding agreement with the County and the City of Vallejo to finalize the design phase of the project and the project can be ready for construction by fiscal year 2019-20.

Recommendation:
Forward a recommendation to the STA Board to submit a letter to the SR 37 Policy Committee and MTC to amend the SR 37 Corridor Study to include the SR 37/Fairgrounds Drive Project as a priority for Segment C.

On a motion by Matt Tuggle, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (7 Ayes)

C. Modification of Solano Intercity Paratransit/Taxi Card Program to Zone Rates

Ron Grassi reported that in an effort to control cost, reduce the administrative burden, and provide greater transparency of the Intercity Taxi Card Program for participants in the program**,** a change from the current per mile charge to Countywide Zone Rates is being proposed. He noted that effective October 1, 2018, STA staff recommends to implement zone rates on a countywide basis and phase in the Pre-Paid purchasing card model and non-ambulatory component beginning with the Solano County Transit (SolTrans) service area of Benicia and Vallejo.

Recommendation:
Forward a recommendation to the STA Board to conduct a public hearing to authorize the implementation of countywide zone rates replacing the per mile charge for the Solano Intercity Paratransit/Taxi Card Program effective October 1, 2018.

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

D. Regional Transportation Impact Fee (RTIF) – Nexus Study Update
Anthony Adams reported that Solano County is currently developing an updated Nexus Study for the Public Facilities Fee (PFF), which is required to be updated every 5 years. He added that as part of this update, STA requested to include an updated analysis of the RTIF in the PFF Nexus with a current project list (scope of planned improvements and updated costs). He cited that the total cost of the proposed work is $44,780 and is scheduled to be complete by the end of the 2018 calendar year. He concluded by stating that the funding is to be split among all 7 funding districts equally.

Recommendation:
Forward a recommendation to the STA Board to approve $44,780 in RTIF funding, with funding split equally from all 7 funding districts.

On a motion by Matt Tuggle, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (7 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Regional Measure 3 Bridge Toll Competitive Programs
Janet Adams reviewed the dedicated funding of RM3 to priority capital projects such as, $150 M for the I-80/I-680/State Route (SR) 12 Interchange, $105 M for the I-80 Westbound Cordelia Truck Scales and $100 M for State Route 37 Improvements. She added that it also includes competitive programs that Solano County either specifically participates in or can participate in Bay Area competitive programs (Regional Express Bus Operating, Bay Area Corridor Express Lanes, Ferry Enhancement Program, San Francisco Bay Trail/Safe Routes to Transit, and North Bay Transit Access Improvements).

B. Completed Countywide Collision Database
Anthony Adams showcased CrossRoads software that will allow for real-time inputting and analysis of collision data, rather than waiting for months or even years for the data to become available on the statewide website called Statewide Traffic Records System (SWTRS). He noted that any member agencies representative can receive a sign-in to CrossRoads by sending Anthony Adams an email requesting access.

C. Highway Safety Improvement Program (HSIP) Cycle 9 Project Submittal List
Anthony Adams reviewed and identified multiple projects submitting applications for HSIP Cycle 9 funding, totaling over $7M. He concluded by stating that applications are due to Caltrans on August 31st for Cycle 9 funding.

D. Development of Local Streets and Roads (LS&R) Projects Implementation Score Card for SB 1 Funded Projects

Erika McLitus provided an update in the development of LS&R progress report or score card illustrating how each jurisdiction has used or will use SB 1 funding to improve and maintain its local streets and roads network. She added that STA staff is also in the process of creating individualized Proposition 6 Fact Sheets for each jurisdiction that includes more information about how SB 1 funding is used in each city, and highlights specific projects.

E. Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) Development of Priority Production Areas (PPAs)

Robert Guerrero reported that STA staff will draft a comment letter to MTC/ABAG with collective input from both the Solano Planning Directors and STA TAC comprised of Public Works Directors.

F. SolanoExpress Capital Implementation

Janet Adams summarized and reviewed the implementation strategy for each capital improvements. She identified them as Fairfield Transportation Center (FTC) Access Improvements, State Route (SR) 37/Fairgrounds Dr. Interchange Bus Stops, and York St. Bus Stops. She explained that with the implementation strategy, staff is seeking authorization to enter into a funding agreement with the City of Fairfield to pass through $3M of TIRCP funding.

NO DISCUSSION

G. Solano-Napa Activity Based Model Update

H. Legislative Update

I. Summary of Funding Opportunities

J. Draft Meeting Minutes of STA Board & Advisory Committees

K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2018

9. ADJOURNMENT

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

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, September 26, 2018.**

Solano Transportation Authority

DATE: September 17, 2018
TO: STA TAC
FROM: Ron Grassi, Director of Programs
RE: Fiscal Year (FY) 2018-19 Transportation Development Act (TDA) – October 2018 - City of Fairfield

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

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 (Attachment A). 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 2016-17 audited amounts were reconciled to the estimated amounts for FY 2016-17. The reconciliation amounts and the estimated amounts for FY 2018-19 are merged to determine the cost per funding partner.

Discussion:
For FY 2018-19, the following TDA claim is being brought forward for review:

City of Fairfield's TDA Summary
The City of Fairfield is requesting $5,431,645 in TDA funds for FY 2018-19. The amount of $4,931,645 will be used to offset operating, administration, and planning expenses, and $500,000 will be used for various capital projects such as West Texas Gateway and electric bus charging system infrastructure.

Fiscal Impact:
None to the STA as these claim amounts are consistent with the FY 2018-19 Budget.

Recommendation:
Forward a recommendation to the STA Board to approve the City of Fairfield's FY 2018-19 TDA Claim as shown in Attachment B.

Attachments:

A. FY 2018-19 TDA Fund Estimate for Solano County dated July 25, 2018
B. FY 2018-19 Solano TDA Matrix for October 2018

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

FY2017-18 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 17)	18,508,568	
2. Actual Revenue (Jun, 18)	19,220,338	
3. Revenue Adjustment (Lines 2-1)		711,770
FY2017-18 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	3,559	
5. County Administration (Up to 0.5% of Line 3)[1]	3,559	
6. MTC Planning (3.0% of Line 3)	21,353	
7. Total Charges (Lines 4+5+6)		28,471
8. Adjusted Generations Less Charges (Lines 3-7)		683,299
FY2017-18 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	13,666	
10. Funds Remaining (Lines 8-9)		669,633
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		669,633

FY2018-19 TDA Revenue Estimate		
FY2018-19 County Auditor's Generation Estimate		
13. County Auditor Estimate		19,722,853
FY2018-19 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	98,614	
15. County Administration (0.5% of Line 13)	98,614	
16. MTC Planning (3.0% of Line 13)	591,686	
17. Total Charges (Lines 14+15+16)		788,914
18. TDA Generations Less Charges (Lines 13-17)		18,933,939
FY2018-19 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	378,679	
20. Funds Remaining (Lines 18-19)		18,555,260
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		18,555,260

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	503,662	5,328	508,990	(542,106)	0	355,365	13,666	335,916	378,679	714,595
Article 4.5										
SUBTOTAL	**503,662**	**5,328**	**508,990**	**(542,106)**	**0**	**355,365**	**13,666**	**335,916**	**378,679**	**714,595**
Article 4/8										
Dixon	1,341,916	10,445	1,352,361	(1,241,376)	0	776,613	29,866	917,464	821,240	1,738,704
Fairfield	3,204,944	28,143	3,233,087	(6,067,996)	0	4,535,754	174,428	1,875,272	4,858,030	6,733,302
Rio Vista	418,986	3,739	422,725	(359,182)	0	332,122	12,772	408,438	383,810	792,248
Solano County	1,303,153	11,396	1,314,549	(694,037)	0	784,315	30,162	1,434,989	843,581	2,278,570
Suisun City	35,193	1,598	36,791	(1,206,390)	0	1,171,040	45,034	46,474	1,246,669	1,293,143
Vacaville	8,546,249	68,659	8,614,908	(5,860,319)	0	3,838,959	147,632	6,741,180	4,189,863	10,931,043
Vallejo/Benicia	8,544,472	71,272	8,615,745	(12,174,208)	0	5,974,057	229,740	2,645,333	6,212,067	8,857,400
SUBTOTAL	**23,394,913**	**195,252**	**23,590,165**	**(27,603,508)**	**0**	**17,412,860**	**669,633**	**14,069,150**	**18,555,260**	**32,624,410**
GRAND TOTAL	**$23,898,576**	**$200,580**	**$24,099,156**	**($28,145,614)**	**$0**	**$17,768,225**	**$683,299**	**$14,405,066**	**$18,933,939**	**$33,339,005**

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

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

FY 2018-19 TDA Matrix WORKING DRAFT Attachment B

Date Prepared 20-Aug-18
STA Board Action 12-Sep-18

		Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available										
	FY18-19 TDA Estimate from MTC	1	$ 821,240	$ 4,858,030	$ 383,810	$ 1,246,669	$ 4,189,863	$ 6,212,067	$ 843,581	*$ 18,555,260*
	Projected Carryover from MTC	1	$ 917,464	$ 1,875,272	$ 408,438	$ 46,474	$ 6,741,180	$ 2,645,333	$ 1,434,989	*$ 14,069,150*
	Available for Allocation per MTC	1	$ 1,738,704	$ 6,733,302	$ 792,248	$ 1,293,143	$ 10,931,043	$ 8,857,400	$ 2,278,570	*$ 32,624,410*
	FY17-18 Allocations / Returns after 1/31/18				$ 95,800			$ 3,141,406		*$ 3,237,206*
	Total TDA Revenue Available for Allocation		**$ 1,738,704**	**$ 6,733,302**	**$ 888,048**	**$ 1,293,143**	**$ 10,931,043**	**$ 11,998,806**	**$ 2,278,570**	**$ 35,861,616**
USES										
Paratransit										
	Intercity Taxi Scrip	2	$ 5,000	$ 40,000	$ 5,000		$ 70,000	$ 85,000	$ 759,836	*$ 964,836*
	Paratransit	3		$ 946,619		$ 150,074	$ 219,730	$ 1,267,465		*$ 2,583,888*
	Local Taxi Scrip	3		$ 224,624			$ 44,136	$ 140,240		*$ 409,000*
	Subtotal Paratransit		*$ 5,000*	*$ 1,211,243*	*$ 5,000*	*$ 150,074*	*$ 333,866*	*$ 1,492,705*	*$ 759,836*	*$ 3,957,724*
Local Transit Service		3	$ 547,299	$ 724,742	$ 293,406	$ 850,421	$ 1,041,941	$ 3,053,852		*$ 6,511,661*
SolanoExpress Intercity Bus										
	To FAST	4	$ 117,629	$ 528,559	$ -	$ 161,111	$ 481,058	$ 164,677	$ 82,131	$ 1,535,165
	To SolTrans	4	$ 17,155	$ 178,720	$ -	$ 44,197	$ 82,076	$ 1,058,132	$ 81,436	$ 1,461,715
	FAST to replace FTA 5311	5		$ 100,000						
	Subtotal SolanoExpress Intercity Bus		*$ 134,783*	*$ 807,279*	*$ -*	*$ 205,308*	*$ 563,134*	*$ 1,222,808*	*$ 163,567*	*$ 2,996,880*
Transit Capital	Claimed by each agency	3	$ -		$ 18,000		$ 990,000	$ -		*$ 1,008,000*
STA Planning	Claimed by STA	6	$ 24,763	$ 144,630	$ 10,590	$ 37,340	$ 122,412	$ 190,492	$ 25,009	*$ 555,238*
Swaps / Other										
LCTOP swap: Dixon to claim from SolTrans for FY17-18 funding shares		7						$ 26,469		*$ 26,469*
State of Good Repair swap: Dixon to claim from SolTrans for FY17-18 funding shares		7						$ 1,039		*$ 1,039*
State of Good Repair swap: Dixon to claim from SolTrans for FY18-19 funding shares		13						$ 1,039		
LCTOP swap: Rio Vista to claim from SolTrans for FY17-18 funding shares		8						$ 12,263		*$ 12,263*
State of Good Repair swap: Rio Vista to claim from SolTrans for FY17-18 funding shares		8						$ 370		*$ 370*
State of Good Repair swap: Rio Vista to claim from SolTrans for FY18-19 funding shares (to be claimed in FY19-20)		13						$ 370		*$ 370*
LCTOP swap: Vacaville to claim from SolTrans for FY17-18 funding shares		9						$ 134,230		*$ 134,230*
State of Good Repair swap: Vacaville to claim from SolTrans for FY17-18 funding shares		9						$ 4,419		*$ 4,419*
State of Good Repair swap: Vacaville to claim from SolTrans for FY18-19 funding shares		13						$ 4,419		*$ 4,419*
Intercity Bus Replacement Plan, Claimed by FAST		10	$ 296,062	$ 366,872			$ 746,071	$ 2,387,443		*$ 3,796,448*
Suisun City Train Station, claimed by STA		11				$ 50,000				*$ 50,000*
Faith in Action, claimed by STA		12							$ 45,000	*$ 45,000*
	Subtotal Swaps		*$ 296,062*	*$ 366,872*	*$ -*	*$ 50,000*	*$ 746,071*	*$ 2,572,061*	*$ 45,000*	*$ 4,075,027*
Total To Be Claimed by All Agencies			**$ 1,007,908**	**$ 3,254,767**	**$ 326,996**	**$ 1,293,143**	**$ 3,797,424**	**$ 8,531,919**	**$ 993,412**	**$ 19,104,530**
Balance			**$ 730,796**	**$ 3,478,535**	**$ 561,052**	**$ (0)**	**$ 7,133,619**	**$ 3,466,887**	**$ 1,285,158**	**$ 16,757,087**

(1) MTC July 25, 2018 Fund Estimate; Reso 4220; columns I, H, J
(2) STA will be claimant. Amounts subject to change.
(3) From each agency's annual TDA claim.
(4) Based on FY 2017-18 Intercity Transit Funding Agreement gross amount with 2% escalation and FY2016-17 Reconciliation
(5) From STA letter to Fairfield dated April 23, 2018
(6) Claimed by STA from all agencies per formula; approved by STA Board April 11, 2018.
(7) Dixon to claim from SolTrans per March 5, 2018 swap letter for LCTOP and June 20, 2018 correspondence for SGR
(8) Rio Vista to claim from SolTrans per February 9, 2018 swap letter
(9) Vacaville to claim from SolTans per March 5, 2018 swap letter
(10) For FAST purchase under Intercity Bus Replacement Plan approved by STA Board on April 11, 2018. Vacaville and $191,929 from Dixon are FY19 funds advanced into revised FY18 claim; SolTrans funds are swapped Prop 1B + interest. County share to be drawn from Dixon TDA funds, per FTA 5311 swap arrangements.
(11) To be claimed by STA for Suisun Amtrak station maintenance and loan repayment
(12) To be claimed by STA for Faith in Action
(13) FY18-19 SGR amounts per MTC's Feb 2018 Fund Estimate; to be claimed in FY19-20 TDA claims from operators

Solano Transportation Authority

DATE: September 16, 2018
TO: STA TAC
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Development of Region-wide Performance Measures for Small Transit Operators

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Background:

As stated by the Metropolitan Transportation Commission (MTC), the recent recession of 2008-2010 negatively impacted Bay Area transit agencies' balance sheets. The resultant raising of fares and reducing service was not a recipe for long-term success, so MTC undertook a two-year Transit Sustainability Project to help the agencies do the following:

- Improve their financial positions
- Improve customer service
- Attract new riders

This project spurred the adoption of MTC's Transit Performance Initiative, which included:

- Investment to speed service on key San Francisco Muni, Alameda-Contra Costa Transit District and Santa Clara VTA routes
- Incentives for transit agencies to boost productivity and increase ridership

MTC consulted with a consultant, Pierlott & Associates, to evaluate each operator, within the MTC Region, and the consultant has recently completed its initial Transit Sustainability Project performance metric analysis for all operators. The consultant analysis' is being proposed to be the basis of future evaluations and will be critical for future financial incentives from MTC.

Discussion:

The Small Transit Operators of the Region have been in discussion with MTC to propose performance measures that match the dynamics of the smaller systems. Attachment A is the specific information compiled by MTC's consultant that need to be focused on. These are as follows:

- Operating Cost Per Vehicle Service Hour
- Operating Cost Per Passenger
- Operating Cost Per Passenger Mile
- Comparison from Baseline Year

This data appears to offer operators a reasonable analysis of performance and would be data MTC or an MTC subcontractor could extrapolate and relay to the Commission on an annual basis. Staff proposes MTC have its consultants continue analyzing the data that operators are required to submit through National Transit Database (NTD). MTC would present this information to the Commission on an annual basis instead of asking each operator to input data to MTC, provided that each operator verifies the data to ensure the accuracy of the data in advance.

Consistent with past policies, if MTC has concerns with an agency's performance, MTC staff can contact the agency directly to understand what factors affected a particular change and report these extenuating factors as part of the staff report to the Commission. This approach would be consistent to how concerns with RM2 farebox recovery ratios have been addressed in the past.

Looking past the data collection, STA staff has identified two areas for discussion. The proposed years to establish the baseline and the use of the Consumer Price Index (CPI) as the tool for establishing the escalation. As far as the years used to establish the baseline, STA is recommending a consistent baseline year for all Solano transit operators. Staff is recommending using more recent data such as Fiscal Year (FY) 2014-15 rather than FY 2011-12, for all operators, to have a better understanding of how a system is performing.

The second issue is that MTC is proposing to use the CPI, which is typically two to three percent annually. Currently Solano transit operators have a four to five percent escalation for operations and maintenance contracts, which is above CPI. Staff recommends that an alternative measurement be applied instead of CPI.

Staff is seeking input from operators on these issues and to provide a recommendation to forward to the STA Board and then to MTC.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit a letter to MTC regarding Region-wide Performance Measures for small transit operators in Solano County.

Attachment:

A. MTC Small and Medium Sized Operator Performance Measures- 9/5/18

OPERATING COST PER VEHICLE SERVICE HOUR

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2022-23
	Year	Performance	FY2016-17	FY2016-17	Target *(a)*
County Connection	FY2013-14	$119.02	$118.35	-0.6%	$113.07
FAST	FY2011-12	$119.53	$105.92	-11.4%	$113.56
LAVTA	FY2013-14	$104.61	$100.81	-3.6%	$99.38
Marin Transit	FY2013-14	$118.66	$105.48	-11.1%	$112.73
Napa Vine	FY2012-13	$97.63	$89.26	-8.6%	$92.75
Petaluma Transit	FY2011-12	$93.50	$91.41	-2.2%	$88.83
Santa Rosa CityBus	FY2014-15	$118.72	$128.23	8.0%	$112.79
SolTrans	FY2013-14	$123.47	$122.14	-1.1%	$117.30
Sonoma County Transit	FY2012-13	$86.06	$77.70	-9.7%	$81.75
Tri Delta Transit	FY2011-12	$106.13	$102.22	-3.7%	$100.82
WETA	FY2014-15	$1,808.98	$1,478.05	-18.3%	$1,718.53
WestCAT	FY2012-13	$105.51	$97.22	-7.9%	$100.23
Dixon Readi-Ride	FY2011-12	$115.69	$76.64	-33.8%	$109.91
Rio Vista Delta Breeze	FY2012-13	$124.23	$131.64	6.0%	$118.02
Union City Transit	FY2014-15	$105.83	$96.25	-9.1%	$100.54
Vacaville City Coach	FY2011-12	$61.99	$51.99	-16.1%	$58.89
Sonoma-Marin Area Rail Transit	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*

Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2016-17 dollars.
(b) Data not reported - new operator as of FY2017-18.

OPERATING COST PER PASSENGER

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2022-23
	Year	Performance	FY2016-17	FY2016-17	Target *(a)*
County Connection	FY2011-12	$10.42	$9.45	-9.3%	$9.90
FAST	FY2011-12	$11.13	$10.27	-7.7%	$10.58
LAVTA	FY2013-14	$9.11	$9.66	6.0%	$8.66
Marin Transit	FY2013-14	$16.01	$7.72	-51.7%	$15.21
Napa Vine	FY2012-13	$14.50	$8.63	-40.5%	$13.78
Petaluma Transit	FY2011-12	$7.02	$7.31	4.1%	$6.67
Santa Rosa CityBus	FY2014-15	$5.48	$6.31	15.1%	$5.20
SolTrans	FY2012-13	$8.78	$9.41	7.2%	$8.34
Sonoma County Transit	FY2014-15	$11.44	$13.50	18.0%	$10.86
Tri Delta Transit	FY2011-12	$8.90	$8.16	-8.3%	$8.45
WETA	FY2012-13	$17.24	$11.64	-32.5%	$16.38
WestCAT	FY2011-12	$7.66	$7.78	1.6%	$7.28
Dixon Readi-Ride	FY2011-12	$16.27	$11.36	-30.2%	$15.46
Rio Vista Delta Breeze	FY2011-12	$42.74	$46.93	9.8%	$40.60
Union City Transit	FY2014-15	$13.52	$16.24	20.1%	$12.84
Vacaville City Coach	FY2011-12	$5.27	$4.96	-5.9%	$5.01
Sonoma-Marin Area Rail Transit	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*

Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2016-17 dollars.
(b) Data not reported - new operator as of FY2017-18.

OPERATING COST PER PASSENGER MILE

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2022-23
	Year	Performance	FY2016-17	FY2016-17	Target *(a)*
County Connection	FY2013-14	$2.13	$1.99	-6.8%	$2.03
FAST	FY2011-12	$1.53	$1.00	-34.6%	$1.46
LAVTA	FY2013-14	$1.83	$2.07	13.2%	$1.74
Marin Transit	FY2013-14	$3.47	$1.83	-47.4%	$3.30
Napa Vine	FY2013-14	$4.88	$0.91	-81.4%	$4.64
Petaluma Transit	FY2013-14	$2.80	$2.59	-7.5%	$2.66
Santa Rosa CityBus	FY2014-15	$1.89	$1.59	-15.9%	$1.79
SolTrans	FY2012-13	$1.33	$1.18	-11.3%	$1.26
Sonoma County Transit	FY2014-15	$1.36	$1.58	16.2%	$1.29
Tri Delta Transit	FY2011-12	$1.36	$1.14	-16.2%	$1.29
WETA	FY2011-12	$1.53	$0.77	-49.7%	$1.46
WestCAT	FY2012-13	$0.83	$0.71	-14.5%	$0.79
Dixon Readi-Ride	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*
Rio Vista Delta Breeze	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*
Union City Transit	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*
Vacaville City Coach	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*
Sonoma-Marin Area Rail Transit	*(c)*	*(c)*	*(c)*	*(c)*	*(c)*

Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2016-17 dollars.
(b) Data not reported - NTD reduced reporter (not required to report passenger miles).
(c) Data not reported - new operator as of FY2017-18.

Transit Operator	Percent Change from Highest Baseline Year		
	Cost Per Hour	Cost Per Passenger	Cost Per Passenger Mile
County Connection	-0.6%	-9.3%	-6.8%
FAST	-11.4%	-7.7%	-34.6%
LAVTA	-3.6%	6.0%	13.2%
Marin Transit	-11.1%	-51.7%	-47.4%
Napa Vine	-8.6%	-40.5%	-81.4%
Petaluma Transit	-2.2%	4.1%	-7.5%
Santa Rosa CityBus	8.0%	15.1%	-15.9%
SolTrans	-1.1%	7.2%	-11.3%
Sonoma County Transit	-9.7%	18.0%	16.2%
Tri Delta Transit	-3.7%	-8.3%	-16.2%
WETA	-18.3%	-32.5%	-49.7%
WestCAT	-7.9%	1.6%	-14.5%
Dixon Readi-Ride	-33.8%	-30.2%	(b)
Rio Vista Delta Breeze	6.0%	9.8%	(b)
Union City Transit	-9.1%	20.1%	(b)
Vacaville City Coach	-16.1%	-5.9%	(b)
Sonoma-Marin Area Rail Transit	(b)	(b)	(c)

Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2016-17 dollars.
(b) Data not reported - NTD reduced reporter (not required to report passenger miles)
(c) Data not reported - new operator as of FY2017-18.

Transit Operator	Does your agency directly operate its fixed route service or contract operations out?	What is the validity period of your agency's current operating contract for fixed route services?If service is directly operated in house, what is the validity period of your agency's current labor agreement?	Does your agency directly own, staff, and operate its maintenance facilities?	If service is contracted out to a third-party does your contract include costs for fuel? Is sales tax paid on the fuel used in your operations?	What is the annual inflation adjustment or cost-of-living adjustment in your current operating contract or labor agreement. If the rate varies from year to year please list all years.	If your agency contracts to a third party for fixed-route service please provide details on agreed upon price per service hour, cost per service mile, or similar metric as stated in your contract.	If your agency contracts to a third party for fixed-route service please provide the estimated total cost of the contract for its duration.	Does your agency directly operate its paratransit services or contract operations out?	What is the validity period of your agency's current operating contract for paratransit services?If service is directly operated in house, what is the validity period of your agency's current labor agreement?	Has your agency participated in an any joint procurements or service contracts with other transit operators or public agencies? If yes, please describe the type of contract, its duration, and cost.	Are you facilitating/funding any partnerships with private sector transportation vendors/services to provide/subsidize first/last mile transportation to your system or replace routes? If yes, please describe how much funding is supporting these services. Please also describe when these partnerships started and any key results or findings.	Do you have, or are you planning to have, an app for your transit service (or select parts of your service)? What aspects does/will it cover? Trip planning, schedules, multimodal trip planning, mobile payment, real-time, etc	Please share any additional facts you feel are important about your agency's operations and contracts.
Napa Valley Transportation Authority	Contract operations out to third-party	9/1/16 - 6/30/23	NVTA does not currently own the maintenance facility. We are in the pre-construction phase of a new maintenance facility which NVTA will own. NVTA does not staff or operate the maintenance facility. Those services are part of NVTA's contract for operations with Transdev.	The service contract does not include fuel. Fuel is purchased under separate contracts at retail facilities. NVTA does pay sales tax on the fuel purchased.	For variable cost it is: 4%, 3%, 4%, 3%, 3%, 3% For fixed cost it is: 7%, 3%, 3%, 3%, 3%, 3%	The contract has two costs variable (per service hour) and fixed. Variable (per service hour): $43.08, $44.86, $46.36, $48, $49.63, $51.34, $53.08 Fixed Cost: $2,569,942; $2,749,669; $2,940,650; $3,040,440; $3,142,703; $3,248,450	Approximately $64 million	Contract operations to third-party	9/1/16 - 6/30/23	Yes, but not for operations only capital. We purchased CAD/AVL, APC, fareboxes, and buses either from joint procurements or piggybacks.	No.	We have two apps. One for our on-demand shuttle serivces which allows the rider to request a ride similar to how they would with a TNC. The program gives estimated wait times and groups organizes rides for logistical efficiency. The second app is for our fixed route system and is provided by AVAIL out CAD/AVL provider. This app gives real-time location of buses and expected wait times.	Administratively NVTA is made up of 14 full-time employees who are responsible for both transit operations as well as CMA responsibilities. Transit has one dedicated transit manager and two transportation planners who do both transit and non-transit related work.
County Connection	Directly operate	01/2022	Yes	N/A	3%	N/A	N/A	Contract operations to third-party	06/2019	Various over the years including vehicle, fuel, advertising, all with varying contract duration and costs.	No.	Transit App	
SMART	Directly operate	6 /30/19 for conducter/engineers. Also mechanics, maintenancy of way, controller-supervisor agreements	Yes									Two apps:swiftly for real time and Masabi for tickets	We are unique in the small operator group.
Santa Rosa CityBus	Directly operate	July 1, 2017 through June 30, 2020	The maintenance facility is owned by the City of Santa Rosa and staffed by City employees.	Our paratransit service is contracted out, but we provide the fuel. We pay both sales and excise taxes on gasoline (for paratransit) and diesel fuel (for fixed).	July 1, 2017-June 30, 2018: 3% July 1, 2018-June 30, 2019: 3% July 1, 2019-June 30, 2020: 2.5%	N/A	N/A	Contract operations to third-party	In 2018-19 we are in the first of two one-year options following an initial three-year contract.	Solutions for Transit (Clipper reconciliation and reporting for Santa Rosa and Petaluma Transit): First year total cost of $20,000, dropped to $15,000 in Year 2. We are not renewing this contract for FY 18-19. CARE for in person paratransit evaluations: This was a joint procurement among Santa Rosa, Petaluma, and Sonoma County, but we each ended up with individual contracts. Santa Rosa's current contract is worth $75,000 annually.	Not at present.	We have had an app for real-time transit information for several years and plan to pursue a mobile ticketing app in the near-term.	We don't have a regular format for reporting to the City Council on performance at this point in time (something we're working on), but can provide examples of our management reports and other tools if there is interest.
Solano County Transit (SolTrans)	Contract operations out to third-party	Started first option year July 1, 2018. One more option year available and then contract expires 6-30-2020	Own Maintenance Facility but contract out maintenance and operations	No we pay for fuel directly	FY17 to FY 18 driver rates 4.2% & fixed maintenance customer service & admin (fixed costs) 3.4% FY 18 to FY 19 driver rates 4.3% and fixed costs 2% FY 19 to FY 20 driver rates 4.5% and fixed costs 3.6%	Fixed route per revenue hour cost: FY 17-18 $38.32 FY 18-19 $39.97 FY 19-20 $41.78	5 year contract plus 2 option years for fixed route and demand response = $60,201,874 at the contract hours; however soltrans lowered the fixed fee by $120,000 per year in year 3 due to closing a ticket office and we run about 8,000 more hours of revenue service per year than contracted at an additional cost of $300,000 per year for the final 3 years.	Contract operations to third-party	same contract as fixed route	Yes, AVL we were the lead agency to purchase the equipment and software at approx. $2M Joint procurements with county connection for diesel and unleaded fuel. All bus procurements are joint.	not at this time	We have an app for fixed route trip planning, schedules, reat-time info. We hope to have an app soon for mobile payment.	We are in the process of revamping and expanding our system performance report for our board. Plan to unveil it in Sept. As with most operators that contract service, our operating contract is approx. 65% of our budget with fuel being about 10% and staffing about 12%. Facility maintenance 3%, professional services and security 5%, with remainder of expenses at 5%.
Western Contra Costa Transit Authority	Contract operations out to third-party	July 1, 2018 through June 30, 2019, with one additional one-year option available	Our agency owns the maintenance facility, employs a maintenance manager, and uses contractor employees for all other maintenance functions.	Fuel is not included in the contract, but is purchased directly by our agency. We are required to pay sales tax and excise taxs on fuel purchases, and the agency also pays the additional 20c per gallon SB-1 surcharge on diesel fuel.	Annual rates of escalation were established through a competitive bid process for all seven potential years of the agreement. Variable rates escalated by the following percentages: 1.6%, 0.7%, 2.2%,4.1%, 2.5%, 2.6%. Over the same period, fixed costs escalated by: 0.8%, 0.5%, 2.3%, 2.4%,3.2%,2.4%. WCCTA has had to negotiate additional increases above these annual percentages to increase the driver and staff wage scales in order to deal with changes in the local labor market (and to address severe driver shortages). We are currently in the 6th year of the agreement, and the variable rate is now 21.8% above the first year of the contract (which compares to 11.5% under the original contract had the wage adjustments not been necessary).	Pricing is structured with a fixed and a variable component. Current fixed rate is $244,249 per month (covering maintenance, dispatching, road supervision, and all other non-bargained employees' costs), and a variable rate of $36.99 per vehicle service hour, covering the costs of driver wages, benefits and training expenses).	The estimated annual contract cost of fixed route and paratransit services are $6,815,000. The rates for the two modal services are identical, and we do not segregate contract costs by mode.	Contract operations to third-party	See answers to fixed route sections above. Both services are provided under the same contract.	We have benefitted from large scale joint procurements of fixed route vehicles conducted by other public transit agencies in the bay area and northern California. We have utilized the California Association for Coordinated Transportation (CalACT) cooperative procurement for purchase of our paratransit vehicles. Of course, we have participated in service contracts for the Clipper system for fare collection. We would be happy to provide more detailed information about costs for any or all of these procurements in response to specific questions.	We have explored such potential arrangements with TNC's, but have elected not to pursue this at this time due to liability concerns, as well as compliance issues with FTA requirements. We have also explored microtransit solutions for lower productivity routes, but have found them to be cost prohibitive at this time,	We have spoken to a number of mobile ticketing vendors, and are coordinating this effort with other small operators in the East Bay. We have not selected a vendor or entered into any agreements as of yet.	Although our contract with our operations provider includes all maintenance labor, it does not include parts, tires, fuel, insurance and other expenses, which we cover directly through other line item in our budget. This may differ in this regard from other operating contracts in the region.
San Francisco Bay Area Water Emergency Transportation Authority	Contract operations out to third-party	Current contract is effective through 12/31/2021	WETA owns our maintenance facilities but they are staffed and operated by our contract operator.	Currently WETA's contract operator provides fuel for our Central Bay services and WETA purchases fuel directly for our North Bay service. However, in about a month, when our new Central Bay Operations and Maintenance Facility is operational, WETA will be purchasing all fuel used in our operations directly. Yes, WETA pays sales tax on fuel used.	FY2019/20 = 3.1% FY2020/21 = 2.5%	Per our agreement, WETA compensates Contractor for the following: Fixed Fees: Fees for administration, dispatch, and supervision services, insurance deductible fee and contractor profit. Direct Costs: Onboard labor, maintenance labor, guest assistance representative and ticket seller labor and use of Contractor-provided backup vessels. Pass-Through Costs: Actual materials, supplies, outside consultant services, insurance premiums and all other costs incurred for the operations of WETA services.	Total cost various - based on level of service.			No.	No.	mobile payment	
ECCTA	Contract operations out to third-party	7/1/2016 to 6/30/2020 operations agreement	yes	no yes	3.1% 1st year increase 2.9% 2nd year increase 2.5% 3rd year increase all increase based on same service for the operation contract	Paratransit and fixed route is the same payment amount	For Paratransit and fixed route is: $51,951,927	Contract operations to third-party	7/1/16 to 6/30/20	bus buy five year RFP	Micro transit 25K will launch in October 2018 to offer transit to communities near the BART station. TNC for paratransit $100k launched in 3/2018 to reduce the cost and amount of riders on paratransit	We offer real time information, mobile ticketing launched 7/18, trip planning.	
Fairfield & Suisun Transit	Contract operations out to third-party	7/1/2014-6/30/2020	Yes.	N/A	N/A. Adjustment amount is specifically stated and is not a percentage.	FY 18-19 Monthly Fixed Expense $71,572 x 12 = $858,864 annually Cost Per Revenue Hour $39.06 x 92,000 hours = $3,593,520 annually (can go over 92K revenue hours by 10%) Liability Insurance (General & Auto) = $26,665 annually	$18,999,802 ($19M)	Contract operations to third-party	7/1/2014-6/30/2020	Yes, we are currently in a joint procurement with Yuba Sutter Transit and El Dorado Transit for the purchase of MCI commuter buses.	No, but Solano Transportation Authority is working on first/last mile transportation options within Solano County.	Yes. Solano County operators are working on launching a mobile payment application with Solano Community College and then to offer the ability to purchase passes via mobile application.	N/A

Transit Operator	Does your agency directly operate its fixed route service or contract operations out?	What is the validity period of your agency's current operating contract for fixed route services?If service is directly operated in house, what is the validity period of your agency's current labor agreement?	Does your agency directly own, staff, and operate its maintenance facilities?	If service is contracted out to a third-party does your contract include costs for fuel? Is sales tax paid on the fuel used in your operations?	What is the annual inflation adjustment or cost-of-living adjustment in your current operating contract or labor agreement. If the rate varies from year to year please list all years.	If your agency contracts to a third party for fixed-route service please provide details on agreed upon price per service hour, cost per service mile, or similar metric as stated in your contract.	If your agency contracts to a third party for fixed-route service please provide the estimated total cost of the contract for its duration.	Does your agency directly operate its paratransit services or contract operations out?	What is the validity period of your agency's current operating contract for paratransit services?If service is directly operated in house, what is the validity period of your agency's current labor agreement?	Has your agency participated in an any joint procurements or service contracts with other transit operators or public agencies? If yes, please describe the type of contract, its duration, and cost.	Are you facilitating/funding any partnerships with private sector transportation vendors/services to provide/subsidize first/last mile transportation to your system or replace routes? If yes, please describe how much funding is supporting these services. Please also describe when these partnerships started and any key results or findings.	Do you have, or are you planning to have, an app for your transit service (or select parts of your service)? What aspects does/will it cover? Trip planning, schedules, multimodal trip planning, mobile payment, real-time, etc	Please share any additional facts you feel are important about your agency's operations and contracts.
Petaluma Transit	Contract operations out to third-party	FY19-FY25	We own our maintenance facility, vehicles and supplies but maintenance work is part of our contracted services along with operations.	We (The City of Petaluma) contract our maintenance and operations to a third party but pay all fuel costs directly ourselves.	We assume an annual 3% cost increase factor.	We pay a monthly fixed fee + hourly variable service cost (FY19 fixed-$31.48/hr, paratransit-$30/hr). increasing approx 3% per year for fixed and variable service costs. Performance metrics (cost per mile, cost per boarding, etc.) are monitored and required elements in contract performance with 3rd party vendor.	7 years of service (fixed+paratransit) operations + maintenance= $13,202,000. Contract is actually 4 base years, with three one-year extension options.	Contract operations to third-party	FY19-FY25, under the same contract as fixed route service to the same 3rd party vendor	Yes, joint procurement on several items - vehicle purchases, software purchases (AVL/CAD, scheduling software), studies, materials.All of our vehicles are typically purchased through joint procurements with various partners (regional partners, through state or national procurements, etc. Joint funding agreements for capital and maintenance of shared facilities. A more detailed list can be provided.	None at present but we would like to launch a partnership with TNCs within the next year (nothing imminent at this time)	Yes, we are considering offering a mobile payment app. The app would also provide trip planning through integration with existing resources such as Google GTFS. We are looking into offering Trapeze Wallet for booking and better tracking of paratransit trips. Buses can be tracked in real-time through MyStop. We are also working with a third-party vendor to get our real-time bus location feeds integrated into 511 and other 3rd party apps (Transit App, etc.)	
City Coach	Contract operations out to third-party	8/1/2016-7/31/2021	Yes	The contract does not include costs for fuel.	8/1/2017-7/31/2018 6.76% 8/1/2018-7/31/2019 -1.08% 8/1/2019-7/31/2020 2.28% 8/1/2020-7/31/202 2.57%	Cost per revenue vehicle hour, hourly rate and a fixed annual cost.	$5,632,711.59 Fixed Route $2,414,019.26 Paratransit	Contract operations to third-party	8/1/2016-7/31/2021	No	No	Yes, NextBus Trip planning Real-time arrival	5 year base contract with single option three year extension.
Marin Transit	Contract operations out to third-party	Golden Gate Transit (Large bus) - 5 year (2 1-year options) - June 2022 (including options) Marin Airporter (Community Shuttle/large bus) - 3 year (2 1-year options) June 2023 (including options) MV Transportation (Rural, Muir Woods Shuttle, supplemental school service) - 3 year (2 1-year options) - June 2023 (including options)	No	Golden Gate Transit - Directly reimbursed under contract, GGT purchases Marin Airporter - Vehicles are filled at the County of Marin, Marin Transit pays County for fuel, includes a 10% fee MV Transportation - MV uses a private fueling company and retail outlets, Marin Transit directly reimbuses MV for the fuel costs, some taxes are paid and Marin Transit is working on resolving that issue.	Golden Gate Transit - 2.7% Marin Airporter - 3.0% MV Transportation - 3 to 3.7%	Golden Gate Transit - $119.15 ($ per revenue hour, plus adjustment hours) + fixed costs for customer service, a capital charge, and transit center secuirty and maintenance Marin Airporter - $49.84 ($ per revenue hour) + fixed see of $2 million for admin., property leasing MV Transportation - $56.59 (% per revenue hour) + fixed fee of $1.4 millio for up to 33,000 hours.	See contract information	Contract operations to third-party	4.5 years plus 2 1-year options, through Joune 2021	Yes, we procure paratransit service for Golden Gate and Marin Transit	We are working with VIA on a demand response pilot. The County and Kaiser are discounting their shuttle routes and hope the Marin Transit Connect service will work for Employee SMART connections. We have a $300,000 grant for two years through 5310 focused on ADA portion of Marin Transit Connect, free software from VIA, so far LOW ridership, limited servie area	Yes, trip planning, schedules, VIA connect, realtime	
Livermore Amador Valley Transit Authority	Contract operations out to third-party	Fixed Route O&M contracted to MV Transportation; current agreement effective 7/1/2018 - 6/30/2021 plus four additional option years	We own the maintenance facilities but the staff and operations is by contractor.	Contract does not include fuel. LAVTA pays for fuel on spot market and does pay for sales tax on such purchases.	Y2: 2.82% Y3: 2.72% Option Year 1: 2.42% Option Year 2: 2.36% Option Year 3: 3.14% Option Year 4: 2.67%	Monthly fixed cost: $313,614 (base year FY18-19) Cost per hour: $46.04 (base year FY18-19)	Base years: $31,035,975 Base years plus option years: $76,351,950	Contract operations to third-party	Contract currently held by MTM Inc. Base period 4/9/2014- 6/30/2017 plus four option years starting 7/1/2017-6/30/2021	Most recent was a bus purchase piggyback with CCCTA (Northern California Consortium) 2012 Bus procurement RFP. LAVTA purchased 20 heavy-duty buses under this contract in 2015 for a total of $15,597,768.	LAVTA has two current FM/LM projects with private partners: GoDublin subsidizes Uber/Lyft/cab trips in the City of Dublin. Program began February 2017 and is ongoing, budgeted for $75,000 in FY2018-19. Avg agency cost per trip per program evaluation ranged from $2.70-$4.17 depending on provider, far lower than avg FR cost per trip of $7.44 in the same period. In addition, LAVTA is testing a shared-autonomous vehicle in the City of Dublin to provide FM/LM connections at the East Dublin/Pleasanton BART station. Funding is $1M from BAAQMD to complete testing by 2021.	LAVTA promotes use of Transit App for real-time trip planning and info. LAVTA does not have mobile payment at this time due to cost structures proposed by vendors.	As a small operator with no dedicated funding source, LAVTA is extremely cost conscious, while at the same time as a JPA we are obligated under our JPA agreement to allocate service hours equitably between member jurisdictions, so the agency must balance multiple constraints accordingly regardless of cost factors beyond our control (contractor's bids, fuel costs, etc.). Nevertheless, LAVTA continues to focus on improving the customer experience for all riders, both to retain existing users while attracting new ones to the system by providing a fast, convenient, reliable way to travel through advanced improvements such as queue jumps, transit signal priority improvements, real-time information at stops, and the like.

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Solano Transportation Authority

DATE: September 17, 2018
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Debbie McQuilkin, Transit Mobility Coordinator
RE: Modification of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) to Allocate Solano County TDA Based on 50% Match

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Background:

In February 2010, the Solano Intercity Paratransit Taxi Scrip Program was initially developed by the City of Vacaville. The program was designed following the dissolution of Solano Paratransit in 2009 and in response to issues raised at two summits held in 2009 focusing on Mobility for Seniors and People with Disabilities. Vacaville transferred the lead agency role to Solano County in July 2013.

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a MOU to fund countywide taxi-based intercity paratransit service. A separate MOU between the transit agencies and Taxi Operators was entered into for the operations of the Program. The service provides intercity trips from city to city, for the current ambulatory and proposed non-ambulatory Americans with Disabilities Act (ADA)-eligible riders and has been identified as an ADA Plus service.

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. The Solano Intercity Taxi Program continues to be a popular and well utilized program, with the majority of all booklets available being sold each month. Currently, the program only serves ADA certified ambulatory riders. Phase II of this Program will incorporate ADA certified non-ambulatory riders within Solano County.

On December 13, 2017 the STA Board approved the utilization of a Pre-Paid Purchasing Card model because it allows greater benefits to the consumer. The card can be preloaded with a specific value, transactions would be limited by the Standard Industry Classifications (SIC) codes for transportation services, and it would also allow freedom of choice for the consumer and the availability to book trips on demand. The Solano Mobility Call Center will be an integral part of the process to issue and reload the cards, ensuring proper program eligibility, and assist customers to participate in the program.

On May 9, 2018, the STA Board authorized the use of the Prepaid Expense (PEX) Card as the Pre-Paid VISA Purchasing Card. In addition, the Board approved the release of a Request for Qualifications (RFQ) to explore contracting with private non-ambulatory providers in order to ensure the non-ambulatory component of the intercity taxi card program is successful. Three agencies responded to the RFQ and have sufficient capacity to provide non-ambulatory services for the Intercity Taxi Card Program.

On September 12, 2018 the STA Board authorized the extension of the Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2020 and approved the transition from a per mile charge to zone rates effective October 1, 2018.

Discussion:

Currently, TDA funding from the County and the cities/transit agencies are utilized to fund the Solano Intercity Paratransit Taxi Card Program. The funding contributions by City/transit agency have not changed since 2013. The County TDA funds have been utilized to subsidize the program without a specified contribution formula. Attachment A provides details for Fiscal Year (FY) 2017-18 on how much each transit agency's TDA has been contributed, how many scrip books were sold in that agency and how much County TDA was used to subsidize program trips for residents located in the service area of that agency. In looking at the Attachment, it shows the Dixon Readi-Ride and Fairfield-Suisun Transit (FAST) are providing at less than a 1 to 1 match of these funds, with the City of Rio Vista not utilizing any County TDA funding. The STA staff in collaboration with Solano County recommends the utilization of the County TDA as a dollar for dollar match of contributions made by the cities/transit agencies.

As STA begins the implementation of Phase II of the Intercity Taxi Card Program which includes Non-Ambulatory service. It is expected that usage and the cost of the program will increase. The American with Disabilities Act requires that non-ambulatory participants cannot be charged more for service than ambulatory. Therefore the additional service required to load and unload a passenger which will add an additional $20 to $25 per ride for non-ambulatory riders must be absorbed by the Program. In order to accommodate this additional cost and maintain equity among the program, a dollar for dollar match is recommended for the usage of County TDA funds. This will normalize the County TDA contribution across the county and allow transit agencies who wish to have increased service for their residents to contribute their fair share. Additionally, this adjustment will provide additional capacity in the County TDA to fund the added subsidy for Phase II. Attachment B utilizes FY 2017-18 data to reflect the proposed dollar for dollar match of County TDA. Based on the proposed dollar for dollar match methodology Delta Breeze, City Coach and SolTrans would have additional capacity to support Phase II of the program. However, FAST and Dixon will need to explore increasing their contribution or limiting the amount of participation of their residents.

Fiscal Impact:

In FY 2017-18, the Solano Intercity Taxi Scrip Program total amount of TDA allocated is $677,650 and is reflected by agency in Attachment A. For FY 2018-19 the amount of TDA allocated is $833,650 which includes carry-over funds to cover the startup cost for Phase II of the Program.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to amend the Solano County Intercity Taxi Card Program MOU between cities/transit agencies, the County, and STA to utilized the Solano County TDA as a dollar for dollar match to cities/transit agency contributions as proposed in Attachment B.

Attachments:

A. TDA Funding and current usage based on FY 2017-18
B. TDA Funding based on the proposed utilization of County TDA as a dollar for dollar match

Taxi Scrip based on current usage in FY 2017-18 **Attachment A**

Agency	FY 2017-18 Local TDA Funding	FY 2017-18 Books Sold	Multiple Times $100	Fare Box	Net Cost by Agency	County TDA Fund Contribution
Dixon	$5,000	202	$20,200	$4,325	$15,875	$10,875
Fast	$40,000	1,074	$107,400	$14,180	$93,220	$53,220
Delta Breeze	$5,000	6	$600	$120	$480	($4,520)
City Coach	$70,000	1,072	$107,200	$21,500	$85,700	$15,700
SolTrans	$85,000	1,598	$159,800	$32,220	$127,580	$42,580
County	$472,650	0	$0	$0	$472,650	$0
Total	$677,650	3,952	$395,200	$72,345	$795,505	$117,855

Taxi Scrip based on Proposed Dollar for Dollar Match **Attachment B**

Agency	FY 2017-18 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2017-18 Books Sold	Multiple Times $100	Fare Box	Net Cost by Agency	Capacity for Added Service or (Deficit) based on Dollar for Dollar Match
Dixon	$5,000	$5,000	$10,000	202	$20,200	$4,325	$15,875	($5,875)
Fast	$40,000	$40,000	$80,000	1,074	$107,400	$14,180	$93,220	($13,220)
Delta Breeze	$5,000	$5,000	$10,000	6	$600	$120	$480	$9,520
City Coach	$70,000	$70,000	$140,000	1,072	$107,200	$21,500	$85,700	$54,300
SolTrans	$85,000	$85,000	$170,000	1,598	$159,800	$32,220	$127,580	$42,420
County	$472,650	$205,000	$267,650	0	$0	$0	$0	
Total	$677,650		$677,650	3,952	$395,200	$72,345	$322,855	

Solano Transportation Authority

DATE: September 18, 2018
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 3 Bridge Toll Competitive Programs Priority Projects

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Background:

Bridge Tolls

On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by $1.00. This extra dollar funded various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916.

Senate Bill 595 (Beall) provided the legislative authority to raise the regional bridge toll not more than $3. The Bill required a majority vote of the 9 Bay Area Counties and provided an Expenditure Plan.

Past bridge toll funds have been essential in providing Solano County with the opportunity to improve multi-modal mobility along the corridors with a nexus to the state owned Bay Area bridges. The funds have in some cases fully funded the improvements, but they also leveraged other state and federal funds. However, there is still a significant amount of important projects that need to be invested in to reduce congestion in Solano County. These include investments in highway and transit facilities as well as the continued dedication to SolanoExpress operating.

Discussion:

In June 2018, the Bay Area voters approved Regional Measure 3 (RM 3) (Attachment A). RM 3 will raise the bridge toll in three stages: $1 on January 1, 2019; $1 on January 1, 2022; $1 on January 1, 2025. For Solano County, this Plan provides dedicated funding to important capital projects such as, $150 M for the I-80/I-680/State Route (SR) 12 Interchange, $105 M for the I-80 Westbound Cordelia Truck Scales and $100 M for State Route 37 Improvements. It also includes competitive programs that Solano County either specifically participates in or can participate in Bay Area competitive programs.

Listed below is the competitive programs with staff recommendation, in priority order, on the priority projects and funding amount to be sought for each project.

Regional Express Bus Operating. Thirty-four percent of the amount available for operating assistance pursuant to paragraph (1), not to exceed twenty million dollars ($20,000,000), to be distributed for bus service in the bridge corridors, prioritizing bus routes that carry the greatest number of transit riders. To the extent that a portion or all of the toll revenue provided pursuant to this subparagraph is not needed in a given fiscal year, the Metropolitan Transportation Commission shall reduce the allocation accordingly.

Staff Recommendation: $3 M annually for SolanoExpress to increase the operating hours from 77,000 to 110,000.

Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Metropolitan Transportation Commission. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars ($300,000,000).

Staff Recommendation:
$100 M for the I-80 Express Lanes between Red Top Road to I-505.
$8 M for Environmental Document for the I-80 Express Lanes from SR 37 to the Carquinez Bridge.

Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars ($300,000,000).

Staff Recommendation: $15 M for the Vallejo Station Phase B.

San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars ($150,000,000). See Attachment B from MTC to show representative projects.

Staff Recommendation:
$1.2 M Bay Trail/Vine Trail through Vallejo
$3 M Bluff Trail through Vallejo
SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan)
$5 M Solano County Safe Routes to Transit (Implementation of the STA's Safe Route to Transit Plan)

North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars ($100,000,000).

Staff Recommendation:
$10 M Vallejo Station Phase B
$12 M Fairfield/Vacaville Train Station Completion
$15 M SolanoExpress Capital Improvements at Fairfield Transportation Center

The STA is seeking projects that will be competitive to secure funding from these programs. Projects that will likely attract RM 3 funding are projects that have, or are highly likely to have full funding plan, projects that provide regional benefit, projects that are ready to begin construction within 3 to 5 years and projects that have high local support, including local funding to demonstrate this local support.

Currently the Metropolitan Transportation Commission (MTC) is working on the guidelines for RM 3, including the competitive programs. The draft guidelines are expected this fall. However, to get ready to compete for the RM 3 funded regional programs, STA staff is seeking input from potential project sponsors for projects that they want to move forward for consideration to obtain RM 3 funding. Staff will be meeting with potential project sponsors over the next month to determine what projects will be competitive candidates for these opportunities. By the October or December STA Board meeting, staff will return with a recommendation for priority projects to submit for consideration under these programs.

Fiscal Impact:
None at this time, however, should the STA receive RM 3 from any competitive program, it would be added to the budget.

Recommendation:
Forward a recommendation to the STA Board to approve the priority transit projects for RM 3 as shown in Attachment C.

Attachments:

A. Regional Measure 3 Expenditure Plan
B. MTC's Examples of SF Bay Trail/Safe Routes to Transit Projects
C. STA RM 3 Priority Projects

REGIONAL MEASURE 3 EXPENDITURE PLAN *($ in millions)*

OPERATING PROGRAM

All- Corridor Annual Operating Program		
All Corridors		
Transbay Terminal		5
Ferries (Funding ramps up to $35 million over five years)		35
Regional Express Bus		20
Annual Operating Program Total	**$**	**60**

CAPITAL PROJECTS

Regional Programs		
BART Expansion Cars		500
Bay Area Corridor Express Lanes		300
Ferry Enhancement Program		300
Goods Movement and Mitigation		160
San Francisco Bay Trail / Safe Routes to Transit		150
Capitol Corridor		90
Next Generation Clipper Transit Fare Payment System		50
Regional Programs Subtotal (35%)	**$**	**1,550**
Corridor-Specific Capital Projects		
Central (San Francisco-Oakland Bay Bridge)		
Caltrain Downtown Extension		325
Muni Fleet Expansion and Facilities		140
Core Capacity Transit Improvements		140
AC Transit Rapid Bus Corridor Improvements		100
Transbay Rail Crossing		50
Interstate 80 Transit Improvements		25
Central Subtotal (27%)	**$**	**780**
South (San Mateo-Hayward, Dumbarton)		
BART to San Jose Phase 2		375
Tri-Valley Transit Access Improvements		100
Eastridge to BART Regional Connector		130
San Jose Diridon Station		100
Dumbarton Corridor Improvements		130
Highway 101/State Route 92 Interchange		50
Interstate 680/SR 84 Interchange Reconstruction		85
Interstate 680/Interstate-880/Route 262 Freeway Connector		15
South Subtotal (34%)	**$**	**985**
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)		
Contra Costa 680/State Route 4 Interchange Improvements		210
U.S. 101 Marin-Sonoma Narrows		120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		150
Interstate 80/Westbound Truck Scales		105
State Route 37 Improvements		100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg		40
San Rafael Transit Center		30
Richmond-San Rafael Bridge Access Improvements		210
North Bay Transit Access Improvements		100
SR 29 Improvements		20
East Contra Costa County Transit Intermodal Station		15
Byron Highway-Vasco Road Airport Connector		10
Vasco Road Safety Improvements		15
Interstate 680 Transit Improvements		10
North Subtotal (39%)	**$**	**1,135**
Corridor-Specific Capital Projects Subtotal (65%)		**2,900**
Capital Projects Grand Total		**4,450**

Regional Measure 3 creates a $150 Million competitive program for bicycle and pedestrian enhancements.

Project	Name
1	Soscol Junction
2	American Canyon Broadway Corridor
3	West Texas
4	Vallejo Bluff
5	Hercules to Carquinez Bridge
6	Benicia-Martinez Bridge Access
7	Concord BART
8	Lafayette BART
9	Orinda BART
10	North Berkely BART
11	Richmond BART
12	Gateway Park: Bay Bridge Access
13	East Bay Greenway
14	Hayward BART
15	East Dublin BART Bike/Ped Bridge
16	Fremont BART
17	Coyote Creek Trail (Old Oakland-Berryessa)
18	Diridon Station - Los Gatos Creek Trail/ Guadalupe Trail
19	Alviso Crossing
20	Stevens Creek Trail Extension to Sunnyvale and Cupertino
21	Dumbarton Corridor (Bay Trail to Redwood City)
22	Bike/Ped Bridge on U.S. 101 @ Hillsdale
23	Bay Trail: Millbrae/U.S. 101 crossing
24	Embarcadero Enhancement Project
25	Richmond-San Rafael Bridge Approach
26	San Rafael Transit Center Access Improvements
27	SMART Pathway
28	Santa Rosa connection to SMART

Note: Map is for illustration purposes only and does not represent a prioritization or commitment of funds.

Example Projects for the San Francisco Bay Trail/Safe Routes to Transit RM3 Program

Regional Express Bus Operating.
Staff Recommendation: $3 M annually for SolanoExpress to increase the operating hours from 77,000 to 110,000.

Bay Area Corridor Express Lanes.
Staff Recommendation:
$100 M for the I-80 Express Lanes between Red Top Road to I-505.
$8 M for Environmental Document for the I-80 Express Lanes from SR 37 to the Carquinez Bridge.

Ferry Enhancement Program.
Staff Recommendation: $15 M for the Vallejo Station Phase B.

San Francisco Bay Trail/Safe Routes to Transit.
Staff Recommendation:
$1.2 M Bay Trail/Vine Trail through Vallejo
$5 M West Texas Gateway/Heart of Fairfield
$3 M Bluff Trail through Vallejo
SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan)
$5 M Solano County Safe Routes to Transit (Implementation of the STA's Safe Route to Transit Plan)

North Bay Transit Access Improvements.
Staff Recommendation:
$10 M Vallejo Station Phase B
$12 M Fairfield/Vacaville Train Depot Completion
$15 M SolanoExpress Capital Improvements at Fairfield Transportation Center

Solano Transportation Authority

DATE: September 13, 2018
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Status of I-80 Corridor Projects

A status update will be provided at the meeting.

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Solano Transportation Authority

DATE: September 17, 2018
TO: STA TAC
FROM: Robert Guerrero, Director of Planning
RE: MTC's Development of Housing Incentive Pool (HIP) Criteria and Update on Compliance with Affordable Housing Laws

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Background:
On Friday, September 7th, STA staff received a copy of the MTC staff report for their Programming and Allocations Committee recommending the Approval of Housing and Incentive Pool (HIP) program criteria and providing an update on local compliance with affordable housing laws with a draft Resolution 4348 (Attachment A). This was in follow up to MTC's adoption of Resolution 4308 last year for the 2018 Regional Transportation Improvement Program (RTIP) which established the policies, procedures and project selection for the region's programming of the 2018 RTIP. MTC Resolution 4308 augmented funding from the One Bay Area Grant program (OBAG 2) to provide funding for a proposed "race to the top" housing production and preservation incentive program for the years 2015-2020.

There is currently $76 million set aside by MTC for this proposed HIP program with $46m of RTIP, conditioned on Caltrain's Electrification Project not needing the RTIP funds, and $30m from OBAG2. The funding would be available for eligible cities and county agencies in 2020. The criteria for the new MTC HIP was recommended for approval at the September 12th MTC Programming and Allocations Committee, but action on the item was delayed until the October 10th meeting after a spirited discussion between Committee members and MTC staff.

Discussion:
STA staff has been tracking the discussion of this proposal since it was presented last year at the Partnership Board as linking future RTIP allocations to housing production and via the Congestion Management Agencies (CMA) Planning Directors meetings. The previous HIP program criteria presented to the CMA Executive Directors in May 2018 showed potentially $5.8 million possibly awarded to the city of Vacaville for multiple housing preservation units However, the most recent proposed HIP program criteria significantly shifted and impacted Solano County's eligibility given that only one housing production unit countywide qualified to meet this new criteria. This would potentially allow for a HIP program funding award of only the minimum of $250k.

Between now and October 10th, STA staff is communicating with several of the cities with completed or active Priority Development Areas (PDAs) and currently active or proposed housing developments located in PDAs. In the meantime, Attachment B includes a summary of items highlighted for Solano County as the County continues to house the region's workforce without getting any financial credit or consideration. The fundamental issue remains that Solano County's above moderate priced housing unit of $495,600 is below the very low income home price for San Francisco ($553,950) and below the low income home price for San Mateo ($459,650) and Marin County ($429,100) respectively. Solano County's moderate income home price of $396,480 is comparable to Contra Costa's low income home price ($379,120) and is well below Alameda's low income home price ($491,840). Attachment C includes a table of home unit prices based on the Bay Area median home price and income threshold formula provided by the State Department of Housing and Community Development (HCD).

Since the development of MTC/ABAG's development of the linked Plan Bay Area regional planning process that strives to better link transportation and land use planning, Solano County seven cities and the county have worked with STA to invest in, and implement the following:
- Five Priority Development Area (PDA) plans
- A countywide Priority Conservation Areas (PCA) plan for all of Solano County
- The funding and implementation of new and expanded regional and local transit facilities for Ferry, Rail and Express Bus that expand access and support for six PDAs located in Solano County
- A new Solano Express Bus Service Plan that provides better connections and more frequent access to and from six PDAs

In follow up to Plan Bay Area, MTC has allocated federal cycle funds through its One Bay Area Grant (OBAG) program to the nine County Transportation Agencies through two OBAG cycles (OBAG 1 and OBAG 2). In OBAG 1, STA programmed funds for the five PDA plans and the Countywide PCA plan. OBAG1 funds were also programmed for the Vallejo Downtown PDA and the Suisun Valley PCA. In OBAG 2, STA programmed OBAG funds for tbe Benicia Industrial Park PDA and Fairfield Downtown PDA (called Heart of Fairfield Plan) which were both PDA plans completed with funding from OBAG 1.

Currently, STA staff is working with local cities to better inform MTC/ABAG staff of Solano County's unique and affordable housing production situation as it pertains to the region's housing production and affordability needs. STA staff is working with cities with completed PDA plans and prospective housing development located in these PDAs with linkages to regional transit facilities and that may or have the potential to meet some of the criteria proposed by MTC/ABAG staff and to develop applicable criteria that would be provided to MTC/ABAG to address Solano County's uniqueness and eligibility criteria for the HIP program.

Fiscal Impact:
None to the STA Budget. This item is an information item related to MTC's Housing Incentive Program (HIP) of which $76 million will be available region wide for eligible cities and counties.

Recommendation:
Informational.

Attachments:
A. MTC Resolution No. 4348- Housing Incentive Pool (HIP) Criteria and update on local compliance with affordable housing laws staff report.
B. STA HIP Comments and Issues Talking Points.
C. House Prices by RHNA Income Threshold

Metropolitan Transportation Commission
Programming and Allocations Committee

September 12, 2018 **Item Number 3b**

MTC Resolution No. 4348

Subject: Approval of Housing Incentive Pool (HIP) criteria and update on local compliance with affordable housing laws.

Background: In October, 2017, the Commission adopted MTC Resolution 4308, the 2018 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria (excerpts attached). That resolution augmented funding for a "race to the top" housing production and preservation incentive program for the years 2015-2020 that was initially contained in MTC Resolution 4202 – The One Bay Area Grant (OBAG 2) program. MTC Resolution 4308 also required that staff return in July to present recommendations to the MTC Programming and Allocations Committee on how incentive funds were to be distributed among the top affordable housing-producing and preserving cities, and to survey local jurisdictions for compliance with four different state housing laws, and report the results to the Commission. We are returning this month as we needed some extra time to collect and review the best information available from local jurisdictions.

Housing Incentive Pool Proposed Program Rules

Following are staff recommendations for how to distribute HIP program funds and for which type of units would count towards the program.

<u>HIP Funding Distribution</u>

Funding for the program is $76 million, comprised of $46 million in regionally-controlled RTIP funds in addition to $30 million in funds set aside for this incentive program in OBAG 2. The RTIP funds are conditioned on them not being required for Caltrain's Peninsula Corridor Electrification Project, for which they had been previously committed as project contingency if needed. Both RTIP and OBAG funds must be used for eligible transportation purposes.

Under the staff proposal, HIP grants are distributed to the 15 jurisdictions with the greatest number of total HIP units. For counties that do not have a jurisdiction in the top 15, a county guarantee award will be given to the jurisdiction from that county with the greatest number of total HIP units. Each HIP grant award is at least $250,000, which includes the county guarantees. After accounting for the $250,000 floor, the remaining funds would be distributed among the top 15 jurisdictions on a per unit basis.

Appendix B to this item illustrates the HIP funding distribution concept. Note that the jurisdictions included in Appendix B are based on draft, not finalized, production or preservation data from 2015 through 2017. The final list and ranking of jurisdictions to receive HIP funding would not be determined until the completion of the year 2020.

<u>HIP Housing Unit Qualifying Criteria</u>
In order to count toward the HIP program, housing units must meet the following criteria:

1. Total HIP units = new units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3)
5. Preserved units must be either:
   - Identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
   - The acquisition/preservation of existing unrestricted affordable housing upon which restrictions are newly placed;
6. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
7. New very low and low income units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted;
8. A jurisdiction from each county must be represented in the funding distribution;
9. The program is for calendar years 2015-2020.

Affordable Housing Law Compliance:
The Commission also requested that the MTC/ABAG integrated staff survey local jurisdictions for compliance with four different state housing laws including:

- Surplus Lands Act: status of required local implementation ordinances;
- Accessory Dwelling Unit Streamlining (SB 1069, AB 2299, AB 2406): status of required local accessory dwelling unit streamlining ordinances;
- State Density Bonus Law (AB 2135): status of required local density bonus implementation ordinances; and
- State Housing Element Law: status of required rezoning of housing sites identified in local housing elements at appropriate minimum densities.

The results are summarized in the table below and listed for each jurisdiction in Appendix C.

	Surplus Lands	ADU	Density Bonus	Housing Element
In Compliance	94	83	83	109*
In Process	2	15	0	
Charter City	2	N/A	N/A	
Noncompliant	0	0	15	
Not Reported	11	11	11	

**Four jurisdictions (noted below) are currently working with HCD to confirm compliance.*

For State Housing Element Law compliance, the California Department of Housing and Community Development (HCD) tracks each jurisdiction's status in implementing its Housing Element, including compliance with emergency shelter zoning rules,[4] zoning or re-zoning to adequately meet Regional Housing Need Allocation (RHNA) shares from the prior planning period (known as 4th Cycle carryover zoning), and for the 2015-2023 RHNA cycle, re-zoning sites to accommodate regional housing need shares for each income level not contained in the Housing Element site inventory (known as 5th Cycle carryover).[5]

According to the latest information from HCD, four jurisdictions are working on completing required re-zonings:

- Fairfax (5th Cycle Carryover),
- Los Altos (Emergency Shelters),
- Los Gatos (5th Cycle Carryover), and
- San Bruno (5th Cycle Carryover).

HCD considers these jurisdictions to be in compliance, while this work proceeds.

Funding Conditioning Look-Ahead:
Another element of the October 2017 Commission direction was to have staff evaluate all funding sources for opportunities to link housing performance to MTC funding decisions. That work is currently in process, and staff expects to return to the Commission for further discussion at a workshop tentatively scheduled for November 2018.

Issues: MTC/ABAG staff has been working in earnest with jurisdictions to record the most accurate data possible for qualifying HIP housing units. The data presented here was collected from jurisdictions, with attempts made to verify the information provided and to map it as well. Jurisdictions often record housing/permit information in different formats and at varying levels of detail. Given that there currently is no regular system in place to scrutinize housing data submitted by jurisdictions to state agencies, MTC/ABAG staff expect that this new process of determining eligible HIP units will be a work in progress over the next year or so. Jurisdictions are invited to review the summary in Appendix B and to contact MTC/ABAG staff with any additional questions or corrections.

Recommendation: Refer MTC Resolution 4348 to the Commission for approval.

Attachments: MTC Resolution No. 4348
Appendix A: MTC Resolution No. 4308, Revised, Excerpts
Appendix B: HIP Funding Distribution Concept
Appendix C: Affordable Housing Law Compliance Summary

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[4] Government Code §65583(a)(4)(A)
[5] Government Code §65584.09(a) and §65583(g)

Date: September 26, 2018
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4348

This resolution approves the framework and qualifying criteria of the Housing Incentive Pool, an incentive program to reward San Francisco Bay Area local jurisdictions that produce or preserve the most affordable housing.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated September 12, 2018.

Date: September 26, 2018
W.I.: 1511
Referred by: PAC

RE: Housing Incentive Pool Framework and Qualifying Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4348

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, the availability of affordable housing in the San Francisco Bay Area has been highlighted as a regional issue in Plan Bay Area 2040 and other plans; and

WHEREAS, pursuant to MTC Resolution 4308, MTC has developed a framework and criteria for the distribution of funds to incentivize desired housing outcomes across the region; now, therefore, be it

RESOLVED, that MTC approves the Housing Incentive Pool (HIP) framework and qualifying criteria as set forth in Attachment A to this resolution, attached hereto and incorporated by reference; and, be it further

RESOLVED, that MTC may allocate funds to local agencies per the approved HIP framework and criteria as set forth in Attachment A to this resolution; and be it further

RESOLVED, that agencies receiving funds allocated by MTC per this resolution must adhere to any and all conditions, guidelines, and eligibility requirements prescribed by the type of funding received.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on September 26, 2018.

Housing Incentive Pool Framework and Qualifying Criteria

This framework and qualifying criteria guides the distribution of funding for the Housing Incentive Pool (HIP), a funding program intended to provide incentive for the building and preservation of affordable housing units by local jurisdictions in the San Francisco Bay Area.

HIP Eligible Time Period:
The eligible time period for the production or preservation of housing units that meet the qualifying criteria listed below is calendar years 2015 through 2020.

HIP grants will only be distributed after the sixth year of the eligible time period.

HIP Housing Unit Qualifying Criteria:
1. Total HIP units = new units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3)
5. Preserved units must be either:
    - Identified as "very-high risk" [1] or "high risk"[2] of converting to market-rate rents by the California Housing Partnership Corporation (CHPC)[3] or,
    - The acquisition/preservation of existing unrestricted affordable housing upon which restrictions are newly placed;
6. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
7. A jurisdiction from each county must be represented in the funding distribution;
8. New very low and low units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted.

[1]Very High Risk affordable homes are at risk of converting to market rate within the next year and do not have an overlapping federal or state subsidy that would extend affordability and are not owned by a non-profit organization.
[2] High Risk affordable homes are at risk of converting to market rate in the next 1-5 years and do not have an overlapping federal or state subsidy that would extend affordability and are not owned by a non-profit organization.
[3]To verify risk, MTC/ABAG staff can either request a report from CHPC's Preservation Database to confirm the property was at risk, or request the regulatory agreement, covenant, or contract that expired or is expiring in the next five years from the jurisdiction.

Funding Distribution:

HIP grants will be distributed to the 15 jurisdictions with the greatest number of total HIP units within the eligible time period. At least one jurisdiction from each county must be represented in the grant distribution. For counties that do not have a jurisdiction in the top 15, a county guarantee award will be given to the jurisdiction from that county with the greatest number of total HIP units. Each HIP grant award is at least $250,000, which includes the county guarantees. After accounting for the $250,000 floor, the remaining funds would be distributed among the top 15 jurisdictions on a per unit basis.

MTC Resolution No. 4308, Revised
Attachment A – Policies, Procedures and Project Selection Criteria

Excerpts

Regional Policies

Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's STIP county share, and $2 million from Alameda's STIP county share. Further, in 2012, MTC programmed $15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address lack of funding in the 2016 STIP, MTC de-programmed both the $31 million and $15 million commitments to regional projects (total $46 million). In January 2017 MTC committed the $46 million to additional contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), through MTC Resolution No. 4267. If any of the funds are de-programmed, the RTIP funds will be re-programmed to another regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

Housing Production and Preservation Incentive

The One Bay Area Grant (OBAG 2) program (MTC Resolution No. 4202) includes a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing at the very low, low, and moderate levels. This challenge grant program sets a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-2022. The target for the proposed challenge grant period is approximately 80,000 very low, low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs). Additionally, to be credited towards reaching the production targets, very low and low income units must be deed restricted; moderate income units do not require deed restriction to be credited in the program. In addition, the number of existing affordable housing units a jurisdiction preserves is also included for the purposes of this incentive program. At the end of the production and preservation challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target.

As part of the 2018 RTIP, the OBAG 2 Housing Production Incentive challenge grant program described immediately above (also known as '80k by 2020') is augmented with $46 million of regionally-controlled RTIP funds identified in the regional set-aside programming section above, conditioned on these funds not being needed for Caltrain's project contingency, either because the project can be completed within budget or because substitute contingency funds are identified. The increased incentive amount at $76 million allows the '80k by 2020' top ten producers of affordable housing to be increased to the top fifteen producers and preservers of affordable housing among the region's 109 local jurisdictions. Further, at least one top city housing producer from each of the nine counties will be included in the top 15. Staff will provide progress reports on production of affordable housing units as part of OBAG 2 implementation updates.

The RTIP funding provided may be either federal or state funds, must be used only for federally- or State Highway Account-eligible transportation purposes, and must meet CTC STIP Guideline requirements.

By July 1, 2018, MTC/ABAG integrated staff will present recommendations to the MTC Programming and Allocations Committee on defining how these funds are distributed among the top 15 affordable housing-producing/preserving cities, and how to further develop the expanded '80k by 2020' housing challenge to work in concert with other funding criteria recommendations to incentivize housing outcomes across the region.

Supplemental Housing Condition Criteria Development

As the Regional Transportation Planning Agency (RTPA) for the Bay Area, MTC is responsible for developing RTIP project priorities consistent with the region's Regional Transportation Plan and also shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing policies to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)). A key component of the combined RTP/SCS, per state statutory requirements, is that the plan demonstrate how the region can house 100% of the region's projected growth at all income levels. MTC's statutory responsibilities also require the RTP to consider the impact of transportation systems on a variety of facets of the region, including housing (Government Code Section 66509(b)), as well as the short- and long-term needs identified by plans prepared and adopted by ABAG (Government Code Section 66509(c)).

Consistent with the strategies and policies set forth in the current combined RTP/SCS, Plan Bay Area 2040, and MTC's statutory responsibilities to further encourage the production of affordable housing to meet identified needs, MTC/ABAG integrated staff will develop by July 1, 2018, supplemental housing condition criteria, including housing production, preservation, and protection, that would consider all funding sources, for public and stakeholder review. Following such review, staff will present revised criteria to a special Commission workshop, which will deliberate on the matter and recommend funding, legislative, or other actions as appropriate to the Commission for approval.

Further, by April 1, 2018, staff will work with staff of the nine Bay Area county Congestion Management Agencies (CMAs) to assess the Priority Development Area (PDA) planning process to identify action steps and constraints for housing production and affordable housing in PDAs.

Survey of State Housing Law Compliance

The MTC/ABAG integrated staff will survey local jurisdictions for compliance with four different state housing laws, and report the results to the Commission by July 1, 2018. The four state housing requirements are:

- State Housing Element Law: status of required rezoning of housing sites identified in local housing elements at appropriate minimum densities;
- Surplus Lands Act: status of required local implementation ordinances;
- State Density Bonus Law (AB 2135): status of required local density bonus implementation ordinances; and
- Accessory Dwelling Unit Streamlining (SB 1069, AB 2299, AB 2406): status of required local accessory dwelling unit streamlining ordinances.

Housing Incentive Pool (HIP) Funding Distribution Concept

2015-2017 Permit Data (as of 8/29/18). Distribution subject to change until all 2015-2020 data is received and analyzed.

$ in millions

HIP Units Affordable Units within PDAs/TPAs						Illustrative HIP Grant Distribution Permit Data to Date
Rank	**Jurisdiction**	**County**	**New Units**	**Preserved Units**	**Total Units**	**Sliding Scale** $250K floor + Proportional distribution ($ per unit)
1	San Francisco	San Francisco	2,849	226	3,075	$30.1
2	San Jose	Santa Clara	699	682	1,381	$13.6
3	Fremont	Alameda	452		452	$4.6
4	Oakland	Alameda	433	11	444	$4.6
5	Livermore	Alameda	378		378	$3.9
6	Gilroy	Santa Clara	260		260	$2.8
7	Richmond	Contra Costa	79	156	235	$2.5
8	Daly City	San Mateo	227		227	$2.5
9	Alameda County	Alameda	188		188	$2.1
10	Mountain View	Santa Clara	138		138	$1.6
11	Sunnyvale	Santa Clara	138		138	$1.6
12	American Canyon	Napa	132		132	$1.5
13	Berkeley	Alameda	108		108	$1.3
14	Palo Alto	Santa Clara	108		108	$1.3
15	Alameda	Alameda	105		105	$1.3
20	Sonoma County	Sonoma	81		81	$0.25
31	Sausalito	Marin	3		3	$0.25
48	Benicia	Solano	1		1	$0.25
		Total - Top 15	6,294	1,074	7,368	$76.0

Source: Data for new and preserved units was gathered by surveying the Bay Area's 101 cities and 9 counties.

Program Rules

1. Program is for years 2015-2020
2. Units must be affordable to households at the very low-/low- (with deed restriction) and moderate-income levels (deed restriction required for preserved units only)
3. Units must be within Priority Development Areas and/or Transit Priority Areas (PDAs/TPAs)
4. Preserved units must be multi-family units that are consistent with the funding sources in Government Code Section 65863.10(a)(3)eceive governmental assistance consistent with the funding
5. Preserved units must be either a) Identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or, b) the acquisition/preservation of existing unrestricted affordable housing up on which restrictions are newly place
6. New very low and low units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed restricted
7. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard
8. A jurisdiction from each county must be represented in the funding distribution
9. Grants are distributed on a sliding scale - $250,000 floor for all recipients, with remaining funds distributed among the top 15 jurisdictions on a per unit basis

***** *Permitted and preserved unit data is currently being verified internally and by jurisdictions for accuracy. Some data is still outstanding.*

SUMMARY OF QUALIFYING* HIP UNITS BY JURISDICTION

2015-2017 Permit Data (as of 8/29/18)

Alameda County			
Jurisdiction	*New*	*Preserved*	*Total*
Alameda	105	0	105
Albany	0	0	0
Berkeley	108	0	108
Dublin	71	0	71
Emeryville	86	0	86
Fremont	452	0	452
Hayward	59	0	59
Livermore	378	0	378
Newark	0	0	0
Oakland	433	11	444
Piedmont	2	0	2
Pleasanton	48	0	48
San Leandro	84	0	84
Union City	0	0	0
Alameda County	188	0	188
Alameda County Total	***2,014***	***11***	***2,025***

Contra Costa County			
Jurisdiction	*New*	*Preserved*	*Total*
Antioch	0	0	0
Brentwood	0	0	0
Clayton	0	0	0
Concord	0	0	0
Danville	2	0	2
El Cerrito	81	0	81
Hercules	0	0	0
Lafayette	19	0	19
Martinez	0	0	0
Moraga	0	0	0
Oakley	0	0	0
Orinda	0	0	0
Pinole	0	0	0
Pittsburg	5	0	5
Pleasant Hill	0	0	0
Richmond	79	156	235
San Pablo	0	0	0
San Ramon	2	0	2
Walnut Creek	59	0	59
Contra Costa Co,	5	0	5
Contra Costa County Total	***252***	***156***	***408***

Marin County			
Jurisdiction	*New*	*Preserved*	*Total*
Belvedere	0	0	0
Corte Madera	0	0	0
Fairfax	0	0	0
Larkspur	0	0	0
Mill Valley	2	0	2
Novato	0	0	0

Ross	0	0	0
San Anselmo	0	0	0
San Rafael	2	0	2
Sausalito	3	0	3
Tiburon	0	0	0
Marin County	0	0	0
Marin County Total	***7***	***0***	***7***

Napa County			
Jurisdiction	*New*	*Preserved*	*Total*
American Canyon	132	0	132
Calistoga	0	0	0
Napa	0	0	0
St Helena	0	0	0
Yountville	0	0	0
Napa County	0	0	0
Napa County Total	***132***	***0***	***132***

San Francisco			
Jurisdiction	*New*	*Preserved*	*Total*
San Francisco	2,849	226	3,075
San Francisco Total	***2,849***	***226***	***3,075***

San Mateo County			
Jurisdiction	*New*	*Preserved*	*Total*
Atherton	3	0	3
Belmont	1	0	1
Brisbane	0	0	0
Burlingame	0	0	0
Colma	0	0	0
Daly City	227	0	227
East Palo Alto	0	0	0
Foster City	0	0	0
Half Moon Bay	0	0	0
Hillsborough	0	0	0
Menlo Park	2	0	2
Millbrae	0	0	0
Pacifica	0	0	0
Portola Valley	0	0	0
Redwood City	7	0	7
San Bruno	42	0	42
San Carlos	25	0	25
San Mateo	73	16	89
South San Francisco	100	0	100
Woodside	0	0	0
San Mateo County	1	0	1
San Mateo County Total	***481***	***16***	***497***

Santa Clara County			
Jurisdiction	*New*	*Preserved*	*Total*
Campbell	25	0	25
Cupertino	1	0	1
Gilroy	260	0	260
Los Altos	0	0	0
Los Altos Hills	0	0	0
Los Gatos	5	0	5
Milpitas	0	0	0

Monte Sereno	0	0	0
Morgan Hill	27	0	27
Mountain View	138	0	138
Palo Alto	108	0	108
San Jose	699	682	1,381
Santa Clara	0	0	0
Saratoga	0	0	0
Sunnyvale	138	0	138
Santa Clara County	0	0	0
Santa Clara County Total	***1,401***	***682***	***2,083***

Solano County			
Jurisdiction	*New*	*Preserved*	*Total*
Benicia	1	0	1
Dixon	0	0	0
Fairfield	0	0	0
Rio Vista	0	0	0
Suisun City	0	0	0
Vacaville	0	0	0
Vallejo	0	0	0
Solano County	0	0	0
Solano County Total	***1***	***0***	***1***

Sonoma County			
Jurisdiction	*New*	*Preserved*	*Total*
Cloverdale	3	0	3
Cotati	15	0	15
Healdsburg	0	0	0
Petaluma	3	0	3
Rohnert Park	0	0	0
Santa Rosa	3	0	3
Sebastopol	0	0	0
Sonoma	0	0	0
Windsor	0	0	0
Sonoma County	81	0	81
Sonoma County Total	***105***	***0***	***105***

Bay Area Total	**7,242**	**1,090**	**8,332**

Shaded jurisdictions do not have Priority Development Areas or Transit Priority Areas

* HIP Unit Qualifying Criteria:

- New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
- New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
- Preserved units must be multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3)
- Preserved units must be either:
    a) Identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
    b) The acquisition/preservation of existing unrestricted affordable housing upon which restrictions are newly placed;
- A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
- New very low and low income units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted;

AFFORDABLE HOUSING COMPLIANCE SUMMARY

	Jurisdiction	Surplus Public Lands Jurisdiction complies with Act	Accessory Dwelling Units Jurisdiction has adopted an ordinance	Density Bonus Ordinance Jurisdiction has adopted an ordinance
Alameda	Alameda	✓	✓	✓
	Albany		✓	✓
	Berkeley	✓	✓	✓
	Dublin	✓	✓	✓
	Emeryville	✓	✓	✓
	Fremont	✓	✓	✓
	Hayward	✓	✓	✓
	Livermore	✓		✓
	Newark	✓	✓	✓
	Oakland	✓	✓	✓
	Piedmont	✓	✓	✓
	Pleasanton	✓	✓	✓
	San Leandro	✓	✓	✓
	Union City	✓		✓
	Alameda County	✓	✓	✗
Contra Costa	Antioch	✓	✓	✓
	Brentwood	✓	✓	✓
	Clayton	✓		✓
	Concord		✓	✓
	Danville			
	El Cerrito	✓	✓	✓
	Hercules	✓		✓
	Lafayette	✓	✓	✓
	Martinez	✓		✓
	Moraga	✓	✓	✓
	Oakley	✓	✓	✓
	Orinda	✓	✓	✓
	Pinole	✓	✓	✓
	Pittsburg	✓	✓	✓
	Pleasant Hill	✓	✓	✓
	Richmond	✓	✓	✗
	San Pablo	✓	✓	✓
	San Ramon	✓	✓	✓
	Walnut Creek	✓	✓	✓
	Contra Costa County	✓	✓	✓
Marin	Belvedere	✓	✓	✓
	Corte Madera	✓	✓	✓
	Fairfax	✓	✓	✗
	Larkspur			✓
	Mill Valley	✓	✓	✓
	Novato	✓	✓	✓
	Ross	✓	✓	✓
	San Anselmo	✓	✓	✓
	San Rafael	✓		✓
	Sausalito			
	Tiburon	✓	✓	✓
	Marin County	✓	✓	✓
Napa	American Canyon	✓	✓	✓
	Calistoga			
	Napa	✓	✓	✓
	St. Helena	✓	✓	✓
	Yountville	✓	✓	✓
	Napa County	✓	✓	✓
SF	San Francisco	✓	✓	✓

San Mateo	Atherton	✓	✓	✓
	Belmont	✓	✓	✓
	Brisbane	✓	✓	✓
	Burlingame	✓		✓
	Colma	✓	✓	✓
	Daly City			
	East Palo Alto	✓	✓	✗
	Foster City	✓	✓	✓
	Half Moon Bay	✓		✓
	Hillsborough	✓	✓	✓
	Menlo Park	✓	✓	✓
	Millbrae			
	Pacifica	✓	✓	✗
	Portola Valley	✓	✓	✗
	Redwood City	✓	✓	✗
	San Bruno			
	San Carlos	✓		✗
	San Mateo	✓	✓	✓
	South San Francisco	✓	✓	✓
	Woodside	✓	✓	✗
	San Mateo County	✓	✓	✓
Santa Clara	Campbell	✓	✓	✓
	Cupertino	✓	✓	✓
	Gilroy	✓	✓	✓
	Los Altos	✓	✓	✓
	Los Altos Hills			
	Los Gatos	✓	✓	✓
	Milpitas			
	Monte Sereno	✓	✓	✓
	Morgan Hill	✓	✓	✓
	Mountain View	✓	✓	✓
	Palo Alto	✓	✓	✓
	San Jose		✓	✗
	Santa Clara			
	Saratoga	✓	✓	✓
	Sunnyvale	✓	✓	✓
	Santa Clara County			
Solano	Benicia	✓		✓
	Dixon	✓		✗
	Fairfield	✓	✓	✓
	Rio Vista			
	Suisun City	✓	✓	✓
	Vacaville	✓	✓	✗
	Vallejo	✓		✗
	Solano County	✓		✗
Sonoma	Cloverdale	✓	✓	✓
	Cotati	✓		✓
	Healdsburg	✓	✓	✗
	Petaluma	✓	✓	✓
	Rohnert Park	✓	✓	✓
	Santa Rosa	✓	✓	✓
	Sebastopol	✓	✓	✓
	Sonoma	✓	✓	✓
	Windsor	✓	✓	✓
	Sonoma County	✓	✓	✓
	Bay Area Totals*	94	83	83

*Totals are aggregates of all cells with check marks.

Legend	
	Charter City, not subject to Surplus Lands Act
	No surplus land, in compliance by default
	Ordinance update in progress
	Jurisdiction did not respond
✓	Compliant
✗	Not compliant

STA HIP COMMENTS AND ISSUES TALKING POINTS:

This most recent MTC staff recommendation for the new HIP program raises a number of questions, issues and concerns for Solano County:

1. The attached conceptual list of jurisdictions included in MTC's staff report potentially receiving the HIP program funds utilizing the new recommended HIP eligibility criteria places 90% of the HIP program funds in San Francisco (40%), Santa Clara (28%), and Alameda (23%) counties. The remaining six counties would receive 10% of the funding. While the HIP program funds are scheduled to be allocated in 2020 and this list of recipients could change again, under this current program criteria proposal Solano would receive $250,000 (for Benicia's 1 unit that meets the criteria) as would Sonoma and Marin. One North Bay city makes the top 15 list (American Canyon) and would receive $1.5m. The four North Bay counties collectively would receive 3% of the HIP funding.

2. In earlier versions of the program, Vacaville was highlighted as potentially receiving $5.8 million based on a number of preserved units during the 2015-2017 reporting period. Under the new criteria, Vacaville (and the cities of Petaluma, San Mateo and Walnut Creek) are eliminated. Sonoma County, Sausalito and Benicia would each receive the county minimum of $250,000. STA staff has contacted MTC staff to find out why Vacaville was no longer on the list. The answer from MTC is Vacaville's preserved housing units are not in a PDA. Based on the new criteria, only 1 housing unit was produced or preserved in all of Solano County that meets the HIP criteria proposed by MTC staff.

3. Based on city classification data provided by MTC earlier this year, all six Solano County cities classified (Rio Vista was not listed) were classified as below the weighted average of median home prices for the Bay Area and 4 of 6 of the cities (Dixon, Fairfield, Suisun City and Vacaville) were above the regional average housing growth of 9% between 2000 and 2015.

4. Currently, the city in Solano County doing the best to meet its RHNA targets (for 2015 - 2023) is the city of Vacaville, followed by Fairfield. Vacaville has already met its RHNA target for moderate housing production with 174 moderate housing units produced. In addition, Vacaville has already reached 34% of its low price target (with 45 of 46 units deed restricted) and 7% of its very low price target (20 of 20 units deed restricted). Overall, Vacaville has reached 40% of their RHNA housing production target which is well above the regional average.

5. Fairfield has reached 62% of its RHNA target for moderate and 22% overall for its RHNA target. Dixon has meet 25% of its RHNA target with all units market rate. The County of Solano has met 31% of its RHNA target and 77% of its low target.

6. Overall, Solano County (all 8 jurisdictions) has reached 96.5% of its moderate target for RHNA (ranks 2nd of 9 counties), 14% of its low target for RHNA (ranks 7th of 9 counties), 1.1% of its very low RHNA target (ranks 9th of 9 counties), and reached 50% of its overall RHNA target (ranks 2nd of 9 counties).

7. As a point of comparison, Solano County average property prices are less than half of the Bay Area's regional average ($330,000 median property price for Solano County to $780,000 median property price for Bay Area (using 2015 data). A market rate housing unit in Solano County equates to moderate, low, and in the case of San Francisco, very low priced housing for the region. An average of 110,000 Solano County residents commute out of Solano County on a daily basis with the top adjacent county destinations being Contra Costa, Alameda and San Francisco. Here is how Solano County's median housing compares – Solano $330,400, Contra Costa $473,900, Alameda $614,800 and San Francisco $1,107,900.

8. Going forward, both Vacaville and Fairfield have a number of new housing units scheduled for production both within and outside of PDAs. The Fairfield Rail Station Specific Plan identifies over 6,000 units to be produced with 2,200 new units turning dirt in that PDA. Vacaville recently obtained a state planning grant to assess their downtown PDA and they have 1,000 new units planned for their downtown and Allison Drive PDAs, with about 350 planned by the 2020 time frame of MTC's HIP proposal.

9. Finally, Solano County has completed four new PDA plans utilizing OBAG funds (Fairfield, Benicia, Suisun City and Rio Vista) and Vacaville will complete the assessment of their PDA by next year. Solano County with help from MTC and the state has invested in several new transit facilities the past five to ten years. Several of these PDAs with ready access to regional transit facilities and services (I.e., Ferry, Rail and Express Bus) have housing production on the way with the potential for ensuring some of this housing is also affordable, both within Solano and the region.

QUESTIONS/OPTIONS:

1. Is MTC staff proposing this recommendation for just the current $76 million combination of RTIP and OBAG funds or is staff intending for the region to continue to set aside future RTIP and OBAG funds for this proposed HIP program?

2. Has MTC conducted an assessment of the various PDAs in the region and their PDA plans funded through OBAG? How does this HIP proposal correspond to the implementation of the various PDA plans now in place throughout the region?

3. This proposal appears to exclude Solano County and six of the nine counties. Speaking for Solano County, we have and are continuing to produce the most affordable housing prices in the region, are actively conducting PDA planning, funding and making improvements to our major transit facilities and services, and encouraging our cities to actively pursue housing production and affordability within PDAs and jobs in priority production areas (PPAs). How does this proposal support Solano County in this effort?

4. Prop 6 is on the ballot in less than two months, wouldn't it be prudent to wait until after the November election to find out whether the over $5 billion in annual local streets and roads, highway and transit funds will still be in place going forward? Hopefully Prop 6 does not pass, but if it does, I think the Commission will be asked to play an important role to address a number of projects and programs that would be at risk throughout the region.

5. Funding request – if necessary due to the proposal going forward **– request $3 to $4 million for Solano County to facilitate production of affordable housing in Fairfield Rail Specific Plan PDA and Vacaville Downtown PDA.**

House Prices by RHNA Income Threshold

	Alameda-Median-$614,800	Contra Costa-Median $473,900	Marin-Median $858,200	Napa-Median $526,600	San Francisco-Median $1,107,900	San Mateo-Median $919,300	Santa Clara-Median $799,300	Solano-Median $330,400	Sonoma-Median $475,400
Very Low Income Home Price	$307,400	$236,950	$429,100	$263,300	$553,950	$459,650	$399,650	$165,200	$237,700
Low Income Home Price	$491,840	$379,120	$686,560	$421,280	$886,320	$735,440	$639,440	$264,320	$380,320
Moderate Income Home Price	$737,760	$568,680	$1,029,840	$631,920	$1,329,480	$1,103,160	$959,160	$396,480	$570,480
Above Moderate Income Home Price	$922,200	$710,850	$1,287,300	$789,900	$1,661,850	$1,378,950	$1,198,950	$495,600	$713,100

	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
Very Low Income	$239,742	$169,454	$169,013	$147,128	$148,628	$173,875	$145,054
Low Income	$383,586	$271,126	$270,420	$235,404	$237,805	$278,200	$232,086
Moderate Income	$575,380	$406,690	$405,630	$353,106	$356,707	$417,300	$348,130
Above Moderate Income	$719,225	$508,362	$507,038	$441,383	$445,884	$521,625	$435,162

Calculations

Very Low Income = 50% of median house price
Low Income = 80% of median house price
Moderate Income = 120% of median house price
Above Moderate Income = 150% of median house price

RHNA Thresholds

Very Low Income = Up to 50% of Area Median Income
Low Income = 51 to 80% of Area Median Income
Moderate Income = 81 to 120% of Area Median Income
Above Moderate Income = Above 120% of Area Median Income

Solano Transportation Authority

DATE: September 13, 2018
TO: STA TAC
FROM: Cory Peterson, Planning Assistant
RE: Solano Active Transportation Plan (ATP) Update

Background:
In 2016, the STA Board authorized STA staff to set aside $250,000 in Transportation Development Act (TDA) Article 3 funds to update the Countywide Bicycle Plan and Countywide Pedestrian Plan. Instead of updating each plan individually, STA staff has chosen to combine these plans, along with the Safe Routes to Transit (SR2T), into one Solano Active Transportation Plan (ATP). Doing so will combine parallel efforts and lead to greater coordination among bicycle and pedestrian projects across the county. The Plan will be funded by the aforementioned $250,000 in TDA Article 3 funds, as well as a $350,000 Caltrans Sustainable Communities grant.

With a total budget of $600,000, staff will be able to conduct more detailed analysis with each Solano County jurisdiction and assist each city to set city-specific priorities, in addition to the county-wide analysis already proposed. The goal of the Plan is to benefit Solano County cities' active transportation priorities and make Solano's projects more competitive for grant funding. Specifically, STA will be:

- Holding at least two public outreach meetings in each jurisdiction.
- Collecting data on active transportation facilities that will be imported into GIS and shared amongst the member agencies.
- Conducting a needs and gaps analysis, safety data analysis, and attractor/generator analysis for each jurisdiction to identify projects.
- Providing each jurisdiction with a specifically tailored list of recommendations for bicycle and pedestrian projects that will be based on robust data analysis and public outreach.
- Providing each jurisdiction with a tailor made Active Transportation Plan that can be adopted by each City and the County of Solano, if desired.

In addition to an update on the Active Transportation Plan, staff plans to provide the TAC an update on the status of bicycle and pedestrian fund sources, such as TDA-3, and what projects in Solano County may be seeking future funding. In FY 2018-19, STA allocated TDA-3 funding to three projects: Dixon's Vaca-Dixon Bikeway Phase 6, Vallejo's Bay Trail/Vine Trail Gap Closure, and Vallejo's ATP Cycle 2 SR2S Infrastructure Improvements. A full update on this topic is included as Attachment A to this staff report, along with a current list of bicycle and pedestrian projects seeking funding in Attachment B.

Discussion:
After completing a RFP process, STA hired Toole Design Group (TDG) and DKS & Associates (DKS) to assist in the development of this plan. On July 20, 2018, STA held a kick-off meeting for the Active Transportation Plan with staff from the two consultants, and Caltrans. The topics of discussion included upcoming public outreach, literature review tasks, and GIS data collection.

Over the last two months, the consultants have been working on the literature review and data collection tasks, as well as preparing for the public outreach portion of the plan. STA expects that consultants will complete the literature review portions around the end of September, and public outreach is scheduled to begin in October. GIS data collection remains an ongoing effort, and will result in a GIS layer of sidewalk data and bike facility data for the entire county. The work, started by STA's high school interns this past summer, is expected to be completed by the end of the year.

The public outreach component of the Solano ATP will consist of two parallel efforts: in-person pop-up events in each city, and online engagement. The first round of in-person pop-up events will take place in each Solano County city throughout the months of October and November, mostly at festivals and farmer's markets. STA and consultant staff will be asking the public to indicate locations where they currently, or would like to bike/walk to in Solano County, as well as input feedback on existing conditions. The schedule of pop-up events is attached to this report as Attachment C. Round two of pop-up events is scheduled to occur in August and September of 2019, coinciding with the development of proposed bicycle and pedestrian projects.

To supplement the in-person outreach, the online engagement will consist of an interactive mapping tool that allows users to also comment on existing conditions and choose locations they do or would like to bike or walk to. This map is expected to be live by the end of September, in advance of the in-person pop-up events. All feedback will be factored into future project selection and prioritizations countywide and in each individual city.

The first Plan Development Team (PDT) meeting is scheduled to occur on September 20th, 2018. This team will be composed of member agency staff, STA staff, consultant staff, and members of the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC). This group will serve as the advisory body on the plan's development, and will meet approximately every 3 months, a total of four meetings, until the plan's estimated completion in December 2019.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:

A. Update on Bicycle and Pedestrian Projects Fund Sources
B. List of Bicycle and Pedestrian Projects Seeking Future Funds
C. Solano ATP Round 1 Pop-Up Events Schedule

Status of Bicycle and Pedestrian Project Fund Sources

STA has three discretionary funding sources that may be used to fund bicycle and pedestrian projects on an annual basis. They are as follows:

- Transportation Development Act Article 3 (TDA-3)
- Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA)
- Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)

Typically, these fund sources are used to match larger grant fund sources, such as One Bay Area Grant (OBAG) federal funds, or Active Transportation Program (ATP) funds from Caltrans. Occasionally, they will also fully fund smaller projects, as was the case for Rio Vista's Front Street Project with CAF. STA typically receives approximately $350,000 annually from each fund source. The following bicycle and pedestrian projects received funding in FY 2018-19 from the aforementioned fund sources:

- Dixon's Vaca-Dixon Bikeway Phase 6 ($350,000 TDA-3 and $150,000 CAF)
- Vallejo's Bay Trail/Vine Trail Gap Closure ($150,000 TDA-3)
- Vallejo's ATP Cycle 2 SR2S Infrastructure Improvements ($85,000 TDA-3)
- Rio Vista's Montezuma Hills Rd Sidewalk Project ($100,000 CAF)

It is worth noting that Dixon's Vaca-Dixon Bikeway Phase 6 represents the culmination of a multi-decade long project to complete a continuous bicycle facility from Vacaville to Davis, and has received TDA-3 and CAF in multiple fiscal years. As such, there may be new and existing projects that will be seeking funding in future fiscal years. All three funding sources are typically allocated in the winter/spring timeframe in advance of each fiscal year. The following projects are expected to seek future TDA-3 funding in FY 19-20 or future fiscal years:

- Vallejo's Bay Trail/Vine Trail Gap Closure (expected to seek funding to fill a shortfall in construction funding)
- Solano County's Fairgrounds Drive Bike/Pedestrian Improvements
- STA's Countywide Safe Routes to Transit ATP Cycle 4 Application (expected to seek approximately $100,000 in TDA-3 to match grant funds, if awarded funding)

Attachment B more completely lists out current bicycle and pedestrian projects that have either been recently fully funded, are partially funded, or may be seeking funding in the future. This list is based on STA Board adopted priority projects from the OBAG 2 process, as well as BAC and PAC Tier 1 and Tier 2 priorities from previous years, and ATP grant applicants. Additionally, as the Active Transportation Plan is completed at the end of 2019, new projects may be identified to seek future funds.

As the grant fund cycle approaches in winter/spring of 2019, this item may return to the TAC for future discussion of priority projects for funding.

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ID	Source	Sponsor	Project Name	Total Cost	Funded	Shortfall	STA Board Priority	Funding Source *[Potential Funding]*
Fully Funded								
A	OBAG 2 T1	Benicia	Park Road	$5,200,000	$5,200,000	$0	n/a	**OBAG2 CMAQ funded**
B	OBAG 2 T1	Fairfield	Grange Middle	$260,000	$260,000	$0	n/a	**OBAG2 CMAQ funded**
C	OBAG 2 T2	Rio Vista	Front Street	$195,000	$195,000	$0	CAF FY 17-18	**CAF funded**
D	PAC T1	Fairfield	East Tabor Avenue Crossing	$1,700,000	$1,700,000	$0	n/a	**ATP Cycle 3 funded**
E	BAC T1	Solano County	Suisun Valley Farm to Market Project Phase 3	$3,030,000	$3,030,000	$0	n/a	**SB1 funded**
F	PAC T1	Suisun City	McCoy Creek Trail - Phase II	$4,200,000	$4,200,000	$0	n/a	**ATP Cycle 3 funded**
G	OBAG 2 T2 / PAC T2	Fairfield	West Texas Gateway	$3,666,000	$3,666,000	$0	n/a	**TIRCP**
H	OBAG 2 T2	Solano County	Fairgrounds Drive Bus Stop and Ped Improvements	$2,500,000	$2,500,000	$0	ATP	**TIRCP**
I	OBAG 2 T2 / BAC T1	County / Dixon	Vaca - Dixon Phase 6 (Porter Road)	$750,000	$750,000	$0	TDA-3 - $350,000 FY 18-19. CAF - $150,000, FY 18-19	*YSAQMD, TDA Article 3, Local Funds*
Partially Funded								
J	OBAG 2 T1 / PAC T2	Vacaville	I-505 / Vaca Valley	$14,500,000	$1,900,000	$12,600,000	n/a	**OBAG2 CMAQ funded**
K	ATP Cycle 4 Applicant	Fairfield	West Texas St Road Diet	$9,200,000	$4,566,000	$4,634,000	n/a	***ATP Cycle 4 Applied***
L	OBAG 2 T2	Vallejo	Sonoma Boulevard	$4,015,000	$410,871	$3,604,129	ATP	tbd
M	BAC T1	Vallejo	Bay Trail / Vine Trail	$6,162,000	$5,128,000	$1,034,000	n/a	**ATP Cycle 3**; *[TDA-3]*
N	ATP Cycle 4 Applicant	STA	Countywide Safe Routes to Transit	$4,700,000	$1,100,000	$3,600,000	n/a	**ATP Cycle 4 Applied;** [TDA Article 3]
O	ATP Cycle 4 Applicant	Vallejo	Vallejo Bluffs Connector Trail Project	$7,800,000	$500,000	$7,200,000	n/a	**ATP Cycle 4 Applied**
P	PAC T2	Solano County	Tri-City and County Regional Trail Connections	$2,750,000	$2,160,000	$590,000	n/a	tbd
Unfunded								
Q	OBAG 2 T2 / BAC T2 / PAC T2	Rio Vista	Airport Road and St. Francis Way Bicycle and Pedestrian Improvements	$1,450,000	$0	$1,450,000	n/a	***ATP Cycle 4 Applied***
R	OBAG 2 T2	Suisun City	Lotz Way Pedestrian & Bicycle Path	$2,500,000	$0	$2,500,000	ATP	*tbd*
S	TAC T1	Vacaville	Ulatis Creek Bike Path	$2,500,000	$0	$2,500,000	n/a	tbd
T	BAC T1 / PAC T2	Vacaville	Elmira Road Bike Path	$815,000	$0	$815,000	n/a	tbd
U	PAC T1	Dixon	South First Street Corridor Study - Chestnut Street / South First Street Traffic Signal	$235,000	$0	$235,000	n/a	tbd
V	PAC T1	Dixon	South First Street Corridor Study - South First Street / Valley Glen Drive Traffic Signal	$235,000	$0	$235,000	n/a	tbd
W	PAC T1	Fairfield	Green Valley Road Crossing Project	$150,000	$0	$150,000	n/a	tbd
X	PAC T2	Benicia	Benicia Urban Waterfront Improvements	$2,687,000	$0	$2,687,000	n/a	tbd
Y	PAC T2	Dixon	Downtown Streetscape Project Phase 4	$1,000,000	$0	$1,000,000	n/a	tbd
Z	PAC T2	Dixon	Pond A Accessibility Project Phase 1	$350,000	$0	$350,000	n/a	tbd
AA	PAC T2	Dixon	Pond A Accessibility Project Phase 2	$350,000	$0	$350,000	n/a	tbd
AB	PAC T2	Dixon	Pond C Accessibility Project	$700,000	$0	$700,000	n/a	tbd
AC	BAC T2	Fairfield	Fairfield to Vacaville Intercity Gap Closure	$700,000	$0	$700,000	n/a	tbd

Solano Active Transportation Plan

Phase 1 Pop-Up Events

(Events are subject to change)

City	Date	Events/Meetings	Location
Benicia	Thursday, October 18; 4-8pm	Benicia Certified Farmers Market	Downtown Benicia on First Street between B & D Streets
Dixon	Sunday, October 7; 9am-4pm	Lambtown	Downtown Dixon
Fairfield	Sunday, September 30; 9am-4pm	Candy Palooza Festival	Jelly Belly Factory, Fairfield
Rio Vista	Sunday, October 14; 11am-4pm	Rio Vista Bass Festival	Downtown Rio Vista
Suisun City	Saturday, October 6th; 11am-5pm	14th Annual Suisun City Art, Wine, and Chocolate Festival	Suisun City Waterfront
Vacaville	Tuesday, November 27	Merriment on Main	Downtown Vacaville
Vallejo	Saturday, November 3rd; 9am-2pm	Vallejo Certified Farmers Market	Between 300 & 400 blocks of Georgia Street, Vallejo

Solano Transportation Authority

DATE: September 17, 2018
TO: SolanoExpress Intercity Transit Consortium
FROM: Vincent Ma, 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 14, 2018, the STA Board amended its 2018 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2018.

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

Discussion:
State Senator Jim Beall introduced Senate Bill (SB) 1262, which removes the current cap of 24 projects that CalTrans is authorized to use the Construction Manager/General Contractors (CM/GC) method of project delivery. Advantages of the CM/GC method versus the traditional method of Design-Bid-Build for contracting includes overall reduction of project costs due to the elimination or reduction of unexpected change orders and faster project completion, which results in a great volume of projects being completed, thereby making the highways safer. By engaging construction managers and general contractors as consultants during the design process, potential construction problems can be identified and avoided before building commences. According to Senator Beall, "Caltrans has seen significant advantages using this (CM/GC) delivery method, including improved risk management, better quality plans, and fewer change orders and claims." STA is currently partnering with Caltrans using the CM/GC method for Phase 2A of the I-80/I-680/SR 12 Interchange.

Staff recommended and the STA Board voted in agreement to support SB 1262, as it aligns with STA Legislative Objectives #15: "Support laws and policies that expedite project delivery," and Legislative Platform VII Project Delivery #2: "Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector."

The Governor signed this bill on September 17, 2018.

Senate Bill (SB) 1376 directs the California Public Utilities Commission (CPUC) to develop and adopt regulations relating to accessibility of Transportation Network Companies (TNC). Examples of TNC's include Uber and Lyft. As drafted, the bill includes the provision that each TNC must pay $0.05 for each trip completed. However, a TNC is exempt from this fee if the TNC provides wheelchair accessible vehicles (WAV). The bill would require the PUC to distribute the funds on a competitive basis to access providers that establish transportation programs or partnerships to meet the needs of people with disabilities.

State Legislative Update (Shaw/Yoder/Antwih, Inc.):
On August 31, the Legislative Session for 2017-2018 concluded and ended the two-year session. The Governor has until September 30 to act on bills that were sent during the final two weeks of the legislative session. The 2019-2020 Legislative Session will begin in early December.

Both proponents and opponents of Proposition 6 are increasing their campaign efforts.

Updates on the following are detailed in Attachment A:

- SB1 Repeal Update ("Road Repair and Accountability Act of 2017" state transportation funding package)
- Bills of Interest

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 current administration. Updates on the following are detailed in Attachment B:

- Fiscal Year 2019 Appropriations
    - On August 1, the full Senate approved a "minibus" package of appropriations bills that includes funding for transportation and infrastructure programs.
- Development at FTA
    - Rule requiring larger transit systems to develop Public Transportation Agency Safety Plan, effective July 19
    - Rule reducing the minimum number of training hours require
- Chairman Shuster's Infrastructure Proposal
- Additional Developments in Congress

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. State Legislative Update
B. Federal Legislative Update

August 28, 2018

TO: Board of Directors, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE – September 2018

Legislative Update

The Legislature will conclude the 2017-18 Legislative Session on August 31. This marks the end of the two-year session. The Governor has until September 30 to act on bills sent to him in the final two weeks of the session. Election day is November 6 and the 2019-2020 Legislative Session will begin in early December. In this report we highlight the most relevant bills this year affecting STA; those are discussed under ***Bills of Interest***, below.

SB 1 Repeal Update

Originally formed to support Proposition 69 (the measure to protect SB 1 revenues from legislative diversion, overwhelmingly passed by California voters on the June ballot), the *Coalition to Protect Local Transportation Investments* has pivoted, to become the *No on Prop 6: Stop the Attack on Bridge & Road Safety* campaign committee; sponsored by business, labor, local governments and transportation advocates, the committee's major funding so far comes from the California Alliance for Jobs, Southern California Partnership for Jobs, and, the State Building and Construction Trades Council of California. The broad coalition of organizations opposed to Proposition 6 – numbering close to 250 so far – is comprised of organizations representing business, environmental, transportation, local government, senior citizen, labor, public safety, public interest, social justice, and taxpayer interests.

In the meantime, the proponents of Proposition 6 are stepping up their activities.

According to a poll released on August 17 conducted by Probolsky Research, "Proposition 6 is on track to fail in November." The poll showed that, when presented with just the title of the ballot measure, 48 percent of voters oppose the measure, with 36 percent in support and 15 percent unsure (1 percent refused to answer). Of those surveyed, less than 60% of Republican voters support the repeal.

The bottom line, as summarized in a recent report by the Legislative Analyst's Office, is this: if SB 1 is repealed, $5 billion in transportation revenue is wiped off the books and voters will have to approve any future increases on fees and taxes involving a motor vehicle (e.g. fuel taxes, vehicle registration fees, license fees, a vehicle miles travelled fee, and, possibly, Cap and Trade auction allowances).

STA has committed its formal opposition to Proposition 6.

Bills of Interest

SB 961 (Allen) Second Neighborhood Infill Finance and Transit Improvements Act

This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act and would authorize a city or county to use tax increment financing through (as part of an enhanced infrastructure financing district) to issue bonds for housing, as well as station development for transit, urban forestry, decoupled parking, access to transit, and other infrastructure for residential communities, including water infrastructure or waste water infrastructure that captures rainwater or urban runoff. The bonds would not require voter approval.

SB 1262 (Beall) Construction Manager/General Contractor Procurements (To Governor)

Existing law authorizes Caltrans to engage in Construction Manager/General Contractor (CM/GC) project delivery for projects for the construction of a highway, bridge, or tunnel on up to 24 projects. This bill would remove the cap on the number of projects Caltrans may use the CM/GC method and require a report to the Legislature on the effectiveness of GM/GC. ***We recommend the STA Board SUPPORT this bill.***

SB 1328 (Beall) Road User Charge

Existing law requires the Chair of the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. The Committee studied RUC alternatives to the gas tax and made recommendations to CalSTA and is scheduled to sunset on January 1, 2019. This bill would extend the operation of the Committee until January 1, 2023 and require the Committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

SB 1376 (Hill) Transportation Network Companies Disability Access

This bill would require the PUC, which has jurisdiction over TNCs, to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. The PUC would need to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, geographic areas, and educational outreach objectives. The bill would require each TNC, July 1, 2019, to pay on a quarterly basis to the PUC an amount equivalent to, at a minimum, $0.05 for each TNC trip completed using the TNC's online-enabled application or platform that originates in one of the geographic areas selected by the PUC, with certain exemptions. The bill would require the PUC to distribute funds from the TNC Access for All Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities.

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. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

AB 1121 (Chiu) – WETA Board (Dead)
Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.

AB 1405 (Mullin) – Digital Billboards (Dead)
This bill would authorize a comprehensive development lease agreement between the Department of Transportation (Caltrans) and the private sector for a new digital sign network to provide real-time information for enhanced statewide emergency and traveler communications and provide revenues to the State Highway Account by allowing paid advertisements to appear on the digital signs.

AB 2734 (Frazier) – CTC Independence (To Governor)
The California State Transportation Agency (CalSTA) currently has oversight over numerous state departments and commissions, including the California Transportation Commission (CTC). The CTC has specified powers, duties, and functions relative to transportation matters. Pursuant to the Governor's Reorganization Plan of 2012 (which established CalSTA), the CTC retains a certain level of autonomy, but remains within the Agency. This bill would exclude the California Transportation Commission from the CalSTA, establish it as an entity in state government, and require it to act in an independent oversight role.

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

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M E M O R A N D U M

August 28, 2018

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: August Report

During the months of July and August we monitored developments in Washington and brought them to the attention of STA staff. Susan Lent discussed Vallejo's interest in pursuing federal funding for dredging with STA staff. She reviewed Soltrans' application for a Federal Transit Administration grant for electric charging infrastructure and recommended edits to the application. Akin Gump also drafted comments for STA to the White House Council on Environmental Quality on its Advance Notice of Proposed Rulemaking that would make changes to National Environmental Policy Act (NEPA) regulations.

Fiscal Year 2019 Appropriations

On August 1 the full Senate approved a "minibus" package of appropriations bills that includes funding for transportation and infrastructure programs. The legislation would provide:

- $46 billion for the Federal-aid Highways Program (consistent with the FAST Act);
- $3.3 billion in additional funding from the general fund for highways ($775 million more than FY 2018 and $950 million less than the House bill)
    - $2.4 billion for roads and bridge projects under the Surface Transportation Block Grant program
    - $90 million to eliminate hazards at railway-highway grade crossings
    - $800 million for bridge repairs
    - $15.8 million for the Puerto Rico Highway Program
    - $5 million for the Territorial Highway Program;
- $9.9 billion in formula grants for transit programs (consistent with the FAST Act);
- $800 million from the general fund for transit programs ($34 million less than FY 2018 and equal to the House bill)

- $400 million for bus and bus facility grants ($209 million for formula grants, $161 million for competitive grants, and $49.5 million for low/no emission grants)
- $362 million for State of Good Repair grants
- $30 million for high density state apportionments
- $8 million for bus testing facilities;

- $2.6 billion for the Capital Investment Grant (CIG) program
  - $1.3 billion for New Starts
  - $543.5 million for Core Capacity projects
  - $568 million for Small Starts
  - $100 million for expedited project delivery for capital projects authorized under the FAST Act's expedited delivery pilot program; and
- $1 billion for the BUILD grant program ($500 million below FY 2018 enacted levels and $250 million more than the House bill)

The White House issued a Statement of Administrative Policy in July criticizing the Senate for excessive spending. The Administration also criticized the Senate for prohibiting DOT from considering an applicant's ability to generate non-Federal revenue or favoring applicants that have recently generated non-Federal revenue instead requiring DOT to use the selection criteria it used in fiscal year 2016 Notice of Funding Opportunity when President Obama was in office.

The House Appropriations Committee approved its transportation funding measure in May. The House has been in recess during the month of August and has not advanced its bill to the full chamber. The House will be back in session next week, but leadership has not indicated when it will consider the transportation funding bill.

The House Appropriations Committee advanced its Homeland Security funding measure on July 25. The bill includes $100 million for transit security grants, level with FY 2018 enacted funding and equal to the Senate's allocation. Of this amount, $10 million is for Amtrak (level with FY 2018 and equal with the Senate's allocation), $4 million is for over-the-road buses (a $2 million increase from FY 2018 and $2 million more than the Senate's bill), and the remaining

$86 million is for public transportation agencies (a $2 million decrease from FY 2018 and $2 million less than the Senate's bill). The full House now must consider the bill. The Senate also advanced its homeland security funding bill through the Appropriations Committee, but not the full Senate.

Although the Senate has truncated its August recess in order to continue work on pending matters, the House will not return until September 4, therefore limiting the number of working days before the end of FY 2018. When the House does return, it will not only be working to resolve differences with the funding measures already passed by both chambers but also to advance the appropriations bills that have not yet been addressed by the full chamber. While Congress has been advancing appropriations bills faster than in previous years, a continuing resolution likely will still be necessary.

Developments at FTA

On July 19, FTA published a congressionally-mandated rule requiring larger transit systems (and states acting on behalf of smaller transit systems) to develop Public Transportation Agency Safety Plans. Safety Management Systems must include systematic procedures, practices and policies for risk management. State and transit systems will also have to include in their plans performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan. They will also have to establish a process and timeline for annual reviews and updates of the plan. The rule is effective July 19, 2019.

FTA also finalized a rule that would reduce the minimum number of training hours required for federal and state transit safety personnel. The rule came into effect on August 20.

Chairman Shuster's Infrastructure Proposal

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) unveiled a discussion draft of his infrastructure proposal in July. His proposal would extend the FAST Act by one year and increase the federal gas tax by 15 cents per gallon over three years and then index the tax to inflation until the end of FY 2028 when the tax would be eliminated entirely. During this time, a 15 member commission would be formed to craft a funding solution with the caveat that they cannot propose a new fuel tax.

The draft bill would also create a national vehicles per mile travelled (VMT) pilot program, codify the Trump Administration's "one federal decision" policy, and authorize the BUILD program at $3 billion annually through FY 2023. Under Chairman Shuster's plan, the National

Surface Transportation and Innovative Finance Bureau would be responsible for accelerating project delivery at the Transportation Department, particularly for environmental compliance.

Chairman Shuster has said that other lawmakers have been receptive to his proposal, although it is unlikely that enough members will support an increase in the gas tax at this time. Since Shuster is retiring at the end of the Congress, his legislation is likely an attempt to solidify his legacy and offer a wish list of infrastructure reforms for future use rather than a proposal he expects to reach the President's desk this year.

Additional Developments in Congress

The House passed the Securing Public Areas of Transportation Facilities Act (H.R. 5766), which would require the Department of Homeland Security to create a working group to make recommendations for increasing security at transportation hubs such as rail and transit stations and bus terminals. H.R. 5766 would also direct the Transportation Security Administration to review its regulations for the transport of firearms and ammunition. The bill still requires Senate approval to become law.

A bipartisan group of Senate Banking, Housing, and Urban Affairs Committee leaders introduced a measure that would require states to be able to conduct unannounced inspections of transit systems. The Transit Rail Inspection Practices (TRIP) Act (S. 3139) would require FTA to issues guidance to states on how to conduct risk based inspections. As the bill has the support of both Chairman Mike Crapo (R-ID) and Ranking Member Sherrod Brown (D-OH), it will likely move through the Committee smoothly.

Senators Mike Lee (R-UT), Marco Rubio (R-FL), and Ted Cruz (R-TX) introduced the Transportation Empowerment Act (S. 3190), which would slash federal transportation spending beginning in FY 2019. Under the proposal, the federal government would retain responsibility for the Dwight D. Eisenhower National System of Interstate and Defense Highways. The Transportation Department would also retain responsibility for projects on federal land, national transportation programs, and emergency assistance to states in response to natural disasters. State governments would be responsible for most other transportation projects. The bill would cut fuel taxes over five years to 3.7 cents, reducing the revenue flow to the Highway Trust Fund by over fifty percent. Similar legislation was introduced in 2013 and 2015 but did not advance. This infrastructure program overhaul is not likely to gain traction in Congress given its controversial nature and competing legislative priorities.

Solano Transportation Authority

DATE: September 17, 2018
TO: STA TAC
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: 2018 SolanoExpress Ridership Survey and Analysis Study Update

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Background:

The intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past seven years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 The last ridership update was in 2014 which consisted of SolanoExpress seven (7) intercity routes, and per transit operator's request, Fairfield and Suisun Transit (FAST) local routes, Napa Vine 21 and Solano County Transit (SolTrans) local routes were also surveyed. Dixon Readi-Ride, Rio Vista Delta Breeze and Vacaville City Coach opted out of having their local system surveyed. Due to the amount of time since the last survey and the new service plan, it is time to complete a comprehensive ridership survey.

On July 11, 2018 the STA Board approved the 2018 Ridership Survey and Analysis Study. The 2018 Ridership Survey and Analysis Study will be used to help calculate the new Intercity Funding Agreement formula. In addition of meeting the needs of the ITF Agreement, the 2018 Study will include an on-board passenger survey and analysis, on-time performance and on and off counts. With the new service changes, this information will be useful to make any necessary adjustments to the new system. STA staff is preparing to have the surveys conducted in October 2018 in preparation of the ITF calculation for Fiscal Year (FY) 2018-19. STA would like to offer passengers a chance to win bus passes for the SolanoExpress Intercity Routes to encourage passengers to fill out surveys. This strategy has been successful in the last two ridership surveys conducted and the Transit Operators provided the passes.

Discussion:

STA Staff received proposals on August 27, 2018 and interviewed responsive bidders on August 31, 2018. After reviewing the proposals and interviewing the responsive bidders, STA has awarded the contract to Quantum Market Research, INC. Quantum will being surveying all SolanoExpress routes in October 2018. The survey that was utilized at the last ridership can be found as Attachment A. STA is requesting feedback on the 2014 survey from the transit operators participating in the ITF to improve the 2018 survey. Please email your suggestions to, Brandon Thomson, Bthomson@sta.ca.gov. Suggestions received after Friday, September 28th will not be included.

Fiscal Impact:
State Transit Assistance Funds (STAF) in the amount not-to exceed $150,000 is included in the FY 2018-19 budget for the Ridership Survey and Analysis Study for SolonoExpress Routes.

Recommendation:
Informational.

Attachments:
A. 2014 Ridership Survey

2014 ON BOARD TRANSIT SURVEY

STA Solano Transportation Authority

The Solano Transportation Authority and your local transit operator need you to help improve transit service by answering the questions below and returning this form before you get off the bus. **All responses are CONFIDENTIAL**. ***Please fill out this form only once per day.***

Starting Point ⇦ *ONE-WAY TRIP* ⇨ *Ending Point*

1. What is the CITY YOU LIVE IN?

☐ Benicia ☐ Dixon ☐ Fairfield
☐ Suisun City ☐ Rio Vista ☐ Vallejo
☐ Vacaville ☐ Unincorporated Solano County
☐ Napa County ☐ Elsewhere outside Solano County

2. Is your trip today part of a round trip on this bus line?

☐ Yes ☐ No ☐ Don't Know

3. Where are you coming from?

☐ Work ☐ School (K-12 students)
☐ Business Appointment ☐ College (Students Only)
☐ Your Home ☐ Airport
☐ Social/Recreational ☐ Medical/Dental
☐ Shopping/Errands
☐ Other (Specify):__________ ____________________

4. What is the location of that place?
(Specify street address/name or landmark)

____
Street No. Street Name

____
Nearest Cross Street

____
City Zip

5. How did you get to the stop for this bus?

☐ Transferred from another bus: Route number?_____
Transit Operator?
__ Dixon Readi-Ride ___ SolTrans
__ Fairfield Suisun Transit ___ Vacaville City Coach
__ Rio Vista Delta Breeze ___ Other (Name:_________)

☐ Transferred from BART
☐ Transferred from Capitol Corridor/AMTRAK/RT
☐ Transferred from Ferry
☐ Walked (How many minutes? _______)
☐ Car as driver (How many miles? ______)
☐ Car as passenger (How many miles? ______)
☐ Bicycle (How many miles? _____)
☐ Other (Please describe_________________________)

6. Where did you board this bus?
(Specify street address/name or landmark)

____
Street No. Street Name

____
Nearest Cross Street

____
City Zip

7. Where will you GET OFF this bus?
(Specify street address/name or landmark)

____
Street No. Street Name

____
Nearest Cross Street

____
City Zip

8. Where are you going to now?

☐ Work ☐ School (K-12 students)
☐ Business Appointment ☐ College (Students Only)
☐ Your Home ☐ Airport
☐ Social/Recreational ☐ Medical/Dental
☐ Shopping/Errands
☐ Other (Specify):__________ ____________________

9. What is the location of that place?
(Specify street address/name or landmark)

____
Street No. Street Name

____
Nearest Cross Street

____
City Zip

10. How will you get from this bus to your destination?

☐ Transfer to another bus: Route number?_____
Transit Operator?
__ Dixon Readi-Ride ___ SolTrans
__ Fairfield Suisun Transit ___ Vacaville City Coach
__ Rio Vista Delta Breeze ___ Other (Name:_________)

☐ Transfer to BART
☐ Transfer to Capitol Corridor/AMTRAK/RT
☐ Transfer to Ferry
☐ Walk (How many minutes? _______)
☐ Car as driver (How many miles? ______)
☐ Car as passenger (How many miles? ______)
☐ Bicycle (How many miles? _____)
☐ Other (Please describe_________________________)

11. How would you have made this trip if you could NOT ride this bus?

☐ Would not have made this trip ☐ Walk
☐ Drive alone ☐ Taxi
☐ Get a ride ☐ Train
☐ Casual Carpool ☐ Bike
☐ Carpool/Vanpool
☐ Other ________________________

over

12. How often do you ride this bus line? (Choose ONE)

- ☐ 5-7 days/week
- ☐ 3-4 days/week
- ☐ 1-2 days/week
- ☐ Once a month or less
- ☐ First time riding (Skip To Question 14)

13. How long have you been riding this bus line?

- ☐ Less than 6 months
- ☐ 6 to 12 months
- ☐ 1 to 2 years
- ☐ 3 to 5 years
- ☐ 6 to 9 years
- ☐ 10 or more years

14. How many cars or other vehicles are available for use by all the people in your home?

☐ 0 Cars ☐ 1 Car ☐ 2 cars ☐ 3 or more cars

15. Did you have a car that you could have used today instead of the bus/?

☐ Yes ☐ No ☐ Yes, but with inconvenience to others

16. How did you pay to use this bus? (Please select ONE from each column)

Payment Method	Fare Type
☐ Transfer	☐ Adult
☐ Cash	☐ Senior
☐ Multi Ride/Punch Pass	☐ Student/Youth
☐ Monthly Pass	☐ Disabled
☐ Other (Specify)	

17. What changes, if any, would you like to see to this line? (Select one or more)

- ☐ No changes
- ☐ More frequent service
- ☐ Earlier morning service (Begin when?_______________)
- ☐ Later evening service (Until when?_________________)
- ☐ More Saturday service
  - ☐ Frequency ☐ Extended Service
- ☐ Sunday service
  - ☐ Frequency ☐ Extended Service
- ☐ Easier transfers between routes
- ☐ Better on-time performance
- ☐ Service to_______________________________________
- ☐ Other____

18. Please rate the service on this bus line on each of the following:

	Excellent	Good	Fair	Poor	No Opinion
a. On-time performance	☐	☐	☐	☐	☐
b. Frequency of service	☐	☐	☐	☐	☐
c. Driver courtesy	☐	☐	☐	☐	☐
d. Rider information	☐	☐	☐	☐	☐
e. Cleanliness of vehicles	☐	☐	☐	☐	☐
f. Safety/security	☐	☐	☐	☐	☐
g. Ease of transfers	☐	☐	☐	☐	☐
h. Availability of Intercity Connections	☐	☐	☐	☐	☐
i. System easy to understand	☐	☐	☐	☐	☐
j. Fares (Cost)	☐	☐	☐	☐	☐
k. Overall service	☐	☐	☐	☐	☐

19. How would you like to receive transit information? (Select one or more.)

- ☐ Newsletter
- ☐ Information at stops
- ☐ Notice on bus/ferry
- ☐ Mail
- ☐ Brochure
- ☐ Transit Website
- ☐ Email (Address: ______________________________)
- ☐ Newspaper (*Which paper?*_____________________________)
- ☐ Radio (*Which station?*_______________________________)
- ☐ Other (*Please explain*_______________________________)

20. Are you: ☐ Male ☐ Female

21. Are you Spanish, Hispanic, or Latino?

☐ Yes ☐ No

22. Which of the following do you identify with?

- ☐ White/Caucasian
- ☐ Black/African American
- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Native Hawaiian/ Pacific Islander
- ☐ Other:____

23. Do you speak a language other than English at home?

☐ Yes ☐ No

If yes, what language? ______________________________

24. What year were you born? ____________________

25. What is your employment status?

☐ Full-time ☐ Part Time ☐ Student
☐ Homemaker ☐ Retired ☐ Unemployed

26. Do you possess a driver's license?

☐ Yes ☐ No

27. How many people are in your household, including yourself? ____________

28. What is the total yearly income of all the people in your home? (Please choose ONE category)

- ☐ Under $10,000
- ☐ $10,000 - $24,999
- ☐ $25,000 - $34,999
- ☐ $35,000 - $49,999
- ☐ $50,000 - $74,999
- ☐ $75,000 - $99,999
- ☐ $100,000- $149,999
- ☐ $150,000 or over
- ☐ Don't Know

29. Are there any other comments you would like to add about the service on this bus line?

____

____

____

30. Would you be interested in serving on the SolanoExpress Advisory Committee for this route to increase public input and feedback on how to best serve the riders' needs?

☐ Yes ☐ No

If yes, please provide name and phone number below.

Thank you for your participation! To enter to win a Kindle, monthly passes and other prizes, please provide:

First Name: ________________________________ Phone: (_____)_________________________

Solano Transportation Authority

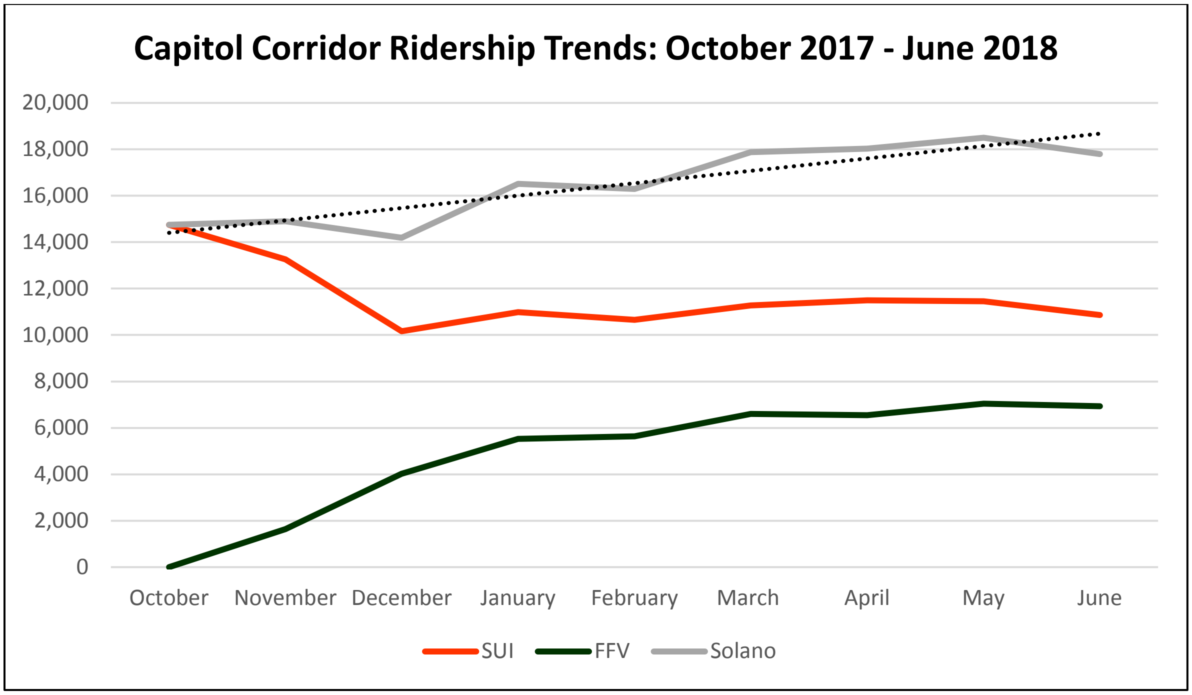
DATE: September 16, 2018
TO: STA TAC
FROM: Brandon Thomson, Transit Mobility Coordinator
Erika McLitus, Project Assistant
RE: Ridership Update for the Capitol Corridor

Background:
The Capitol Corridor is a 168-mile (270 km) passenger train route operated by Amtrak in California. Capitol Corridor trains operate between San Jose and Sacramento, roughly parallel to Interstate 880 and Interstate 80. The Capitol Corridor trains started in 1991 and Solano County is home to two stations; the Suisun Train Depot and the Fairfield-Vacaville Train Station.

Discussion:
The Capitol Corridor is popular among Solano County commuters, providing more than 14,500 trips monthly through the Suisun Train Depot and the Fairfield-Vacaville Train Station. Staff was curious to know the impact on ridership at the Suisun Train Depot, since the Fairfield Vacaville Train Station opened this past fall. To answer this question, staff analyzed ridership data for the Suisun Train Depot and the Fairfield Vacaville Train Station and found that ridership at the Suisun Train Depot initially fell somewhat steeply as ridership at the Fairfield-Vacaville station increased. This initial shift leveled out in December of 2017 and ridership at both stations became relatively stable. The Suisun Train Depot continues to facilitate approximately 5,000 more trips per month than the Fairfield Vacaville Station, but ridership at both stations continues to rise. Between October 2017 and May 2018, total monthly ridership in Solano County has grown from approximately 14,750 to 18,500.

Recommendation:
Informational.

Attachments:
A. Capitol Corridor Ridership Trends October 2017 through May 2018


Capitol Corridor Ridership Trends: October 2017 - June 2018
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
October
November
December
January
February
March
April
May
June
SUI
FFV
Solano

Solano Transportation Authority

DATE: September 13, 2018
TO: STA TAC
FROM: Brenda McNichols, Accounting Technician
RE: Fiscal Year (FY) 2017-18 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

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

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

Discussion:
For the Fourth Quarter of Fiscal Year (FY) 2017-18, STA received the allocation from the State Controller's Office in the amount of $106,959 and has deducted $3,209 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of $154,247, which includes the end of the year distribution adjustments.

Attachment A is a matrix summarizing the AVA Program activities for FY 2017-18 and is compared to the total for FY 2016-17. This includes numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. The County of Solano (abated 110 less vehicles in 17-18) and the City of Vallejo (abated 1,620 less vehicles in 17-18) a significant decrease in activity within the program, while the Cities of Fairfield (abated 594 more vehicles in 17-18) and Suisun City (abated 144 more vehicles in 17-18), have been particularly active with increasing AVA activity for FY 2017-18.

There is no carryover of funds into the next fiscal year. All funds received in FY 2017-18 have been disbursed to the member agencies.

The matrix shows overall total program activities in FY 2017-18 at 88% compared to FY 2016-17.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2017-18 and FY 2016-17

ATTACHMENT A

Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2016-17 and FY 2017-18 Fourth Quarter Ending June 30, 2018

	FY 2016-17			FY 2017-18			
Member Agency	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	**# of Abated Vehicles**	**Reimbursed**	**Cost per Abateme**	**% of Abated Vehicle**
City of Benicia	511	$15,382	$39	467	$15,836	$34	91%
City of Dixon	174	$13,278	$96	114	$8,329	$73	66%
City of Fairfield	3,776	$128,379	$48	4,370	$162,884	$37	116%
City of Rio Vista	0	$0	$0	0	0	0	0%
City of Suisun	236	$19,581	$112	380	$25,450	$67	161%
City of Vacaville	113	$46,413	$538	111	$39,965	$360	98%
City of Vallejo	4,059	$166,386	$72	2,439	$134,475	$55	60%
Solano County Unincorporated area	251	$4,871	$138	141	$10,029	$71	56%
Total	**9,120**	**$394,290**	**$43**	**8,022**	**$396,965**	**$49**	**155%**

The total remaining AVA fund available after the fourth quarter disbursement to member agencies is $0.

Solano Transportation Authority

DATE: September 13, 2018
TO: STA TAC
FROM: Triana Crighton, 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.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$7,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately **$5,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Clean Fleets Program (from BAAQMD)	$5 million	January 31, 2019
	State		
1.	Caltrans Transportation Planning Grants	$31 million	November 2, 2018

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction. Yellow highlighted grants have deadlines approaching soon!

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Regional Grants							
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	Replace high-polluting off-road equipment	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.	Ongoing. Application Due On First-Come, First-Served Basis	**Cory Peterson (707) 399-3214** cpeterson@sta.ca.gov	
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB **(916) 323-2781** ggarcia@arb.ca.gov	Low/No Carbon Vehicles	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).	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	**Cory Peterson (707) 399-3214** cpeterson@sta.ca.gov	
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	Low/No Carbon Engines	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.	Application Due On First-Come, First-Served Basis	**Brandon Thomson (707) 399-3234** bthomson@sta.ca.gov	**- FAST Renewable Diesel Bus Purchase**

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
PG&E EV Charge Network	1-877-704-8723 EVChargeNetwork@pge.com	EV Infrastructure	**Funds infrastructure to support 7,500 chargers in PG&E service area**	PG&E plans to install 7,500 charging stations across their service area. Most of these will be at employers or multi-unit dwellings. This could be a potential avenue for funding and coordination to bring more EV infrastructure to Solano County.	January 2018 – 2020, or funds exhausted	**Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov**	**EV Charging Infrastructure**
Clean Fleets Program (from BAAQMD)	Mark Tang 415-749-4778	Electric Vehicles	**$5 million**	Helps to offset the cost to purchase or lease new zero-emission vehicles for fleets that operate within the Bay Area Air Quality Management District. Up to $5 million is available on a first come, first served basis.	January 31, 2019	**Cory Peterson (707) 399-3214**	
Statewide Grants							
Caltrans Transportation Planning Grants	Priscilla Martinez-Velez 916-651-8196 Priscilla.martinez-velez@dot.ca.gov	Plans and Studies	**$31 million**	Encourages local and regional multi-modal transportation and land use planning that furthers a region's sustainable community strategy. Funds projects that consider alternative mode transportation, adaptation to climate change, and plans that foster cooperative partnerships.	November 2, 2018	**Cory Peterson (707) 399-3214 cpeterson@sta.ca.gov**	

**STA staff, Triana Crighton, can be contacted directly at (707) 399-3230 or tcrighton@sta.ca.gov for assistance with finding more information about any of the funding opportunities listed in this report

Agenda Item 8.I
September 26, 2018

DATE: September 18, 2018
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

A. Draft Meeting Minutes of Paratransit Coordinating Council (PCC) Special Meeting of September 5, 2018
B. Draft Meeting Minutes of Bicycle Advisory Committee (BAC) Meeting of September 6, 2018

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Agenda Item 5.A
November 15, 2018

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC)
Draft Minutes for the Meeting of
September 5, 2018

1. CALL TO ORDER/ CONFIRM QUORUM/ INTRODUCTIONS

Chair Lisa Hooks called the meeting to order at 11:06 a.m. at the SolTrans Operations and Maintenance Facility. A quorum was confirmed. The group dispensed with self-introductions.

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

Richard Burnett	MTC PAC Representative
Cindy Hayes	Vice-Chair, Social Service Provider
Lisa Hooks	Chair, Social Service Provider
Judy Nash	Public Agency – Education
Ernest Rogers	Chair, Transit User
Cynthia Tanksley	Transit User

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

Beth Cesena	Member-At-Large

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

Nathan Atherstone	City of Fairfield
Erika Dohina	Solano Transportation Authority (STA)
Ron Grassi	Solano Transportation Authority (STA)
Bisi Ibrahim	SolTrans
Debbie McQuilkin	Solano Transportation Authority (STA)
Teri Ruggiero	Solano County Older and Disabled Adults (ODAS)
John Sanderson	SolTrans
Tina Tran	Fairfield and Suisun Transit (FAST)
April Wells	Solano Transportation Authority (STA)

2. APPROVAL OF AGENDA

With a motion by Ernest Rogers and a second by Cynthia Tanksley, the PCC approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

Cynthia Tanskley commented on difficulty of reaching dispatch staff at SolTrans. John Sanderson of SolTrans stated that he will look into this matter regarding dispatch missing customer calls.

4. PRESENTATIONS

A. Solano Mobility Summit Update

Elizabeth Richards announced that the Countywide Summit will be held on Thursday, October 18, 2018 at the Nelson Community Center in Suisun City. She noted that along with the findings of the outreach, the Summit will focus on exploring potential solutions to address the challenges. She added that to encourage attendance, the Mobility Summits were promoted through extensive community outreach and free fixed-route and paratransit was offered by the transit operators. She concluded by stating that the STA is requesting the five transit operators provide similar service for the Countywide Summit, and that staff will follow-up with each transit operator in preparation for the Summit. Cynthia Tanskley asked about transit to Summit from Benicia. Elizabeth Richards informed everyone that registration is necessary to get transportation to the Summit.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of July 19, 2018.

Recommendation:

Approve the PCC minutes of July 19, 2018.With a motion by Richard Burnett and a second by Ernest Rogers, the PCC approved the recommendation. (6 Ayes)

6. ACTION ITEMS - DISCUSSION

A. Fiscal Year (FY) 2018-19 Transportation Development Act (TDA) Matrix – September 2018 – City of Rio Vista, Solano County Transit (SolTrans), and Revised Solano Transportation Authority (STA)

Ron Grassi reviewed summarized the following TDA claims:

City of Rio Vista

The City of Rio Vista is requesting $324,039 in TDA funds for FY 2018-19. The amount of $220,139 will be used for operating, $85,900 will be used for administration/planning and $18,000 will be used for bus replacement matching funds. $311,406 claimed against Rio Vista's TDA funds and $12,633 claimed against SolTrans' TDA funds from the FY 2017-18 Low Carbon Transit Operation Program (LCTOP) and State of Good Repair (SGR) fund swap.

SolTrans

SolTrans is requesting $5,923,273 in TDA funds for FY 2018-19. The full requested amount of $5,923,273 will be used for operating.

Solano Transportation Authority

STA originally requested $1,453,430 in FY 2018-19 TDA funds. STA is modifying its TDA claim to $1,615,074 in FY 2018-19 TDA funds. This amount adjusts the claim from $808,194 to $964,836 for the Intercity Taxi Card Program and TDA funding for Faith in Action has been increased from $40,000 to $45,000.

Recommendation:

Forward a recommendation to the STA Board to approve the September FY 2018-19 Solano TDA Matrix as shown in Attachment B that includes City of Rio Vista, SolTrans and STA.

On a motion by Ernest Rogers, and a second by Judy Nash, the PCC unanimously approved the recommendation. (6 Ayes)

B. PCC Membership Status Update

Debbie McQuilkin announced four vacancies to the PCC (Health and Social Services, Transit User, Social Service Provider and Member at Large). Ms. McQuilkin mentioned that Beth Cesena provided her resignation letter. She noted that the STA received an interest form from Katherine Richter who works at Travis AFB and uses paratransit service for trips to and from work. She added the other interest form was received from Teri Ruggiero with the Solano County Health and Social Services who is applying to fill the position of Public Agency. Ms. McQuilkin also noted that a recommendation to the STA Board to re-appoint Cynthia Tanksley, Transit User, for an additional three (3) year term is also being presented to the Board for their approval at their September 12, 2018 meeting, and that Lisa Hooks, a Social Service Provider member to the PCC, was elected to the Chairperson position at the last PCC meeting.

Recommendation:
Forward a recommendation to the STA Board to appoint Katherine Richter, Transit User member and Teri Ruggiero, Public Agency - Health and Social Services member to a three (3) year term.

On a motion by Cynthia Tanksley, and a second by Ernest Rogers, the PCC unanimously approved the recommendation. (6 Ayes)

7. INFORMATIONAL ITEMS - DISCUSSION

A. Modification of Solano Intercity Paratransit/Taxi Card Program to Zone Rates

Ron Grassi reported that in an effort to control cost, reduce the administrative burden, and provide greater transparency of the Intercity Taxi Card Program for participants in the program, a change from the current per mile charge to Countywide Zone Rates is being proposed. He noted that effective October 1, 2018, STA staff recommends to implement zone rates on a countywide bases and phase in the Pre-Paid purchasing card model and non-ambulatory component beginning with the Solano County Transit (SolTrans) service area of Benicia and Vallejo.

NO DISCUSSION

B. 2018 PCC Meetings and Locations

8. TRANSIT OPERATOR UPDATES

<u>SolTrans:</u> Bisi Ibrahim

<u>Vacaville City Coach:</u> Not present.

<u>Dixon Readi-Ride:</u> Not present.

<u>Fairfield and Suisun Transit:</u> Nathan Atherstone

<u>Rio Vista Delta Breeze:</u> Not present.

9. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

1. Richard Burnett attended the annual MTC High School Interns Closing Ceremony at the Bay Area MetroCenter in San Francisco. The SOLution (Solano County) high school interns group gave presentations on their Summer projects at bot STA and SolTrans.

2. The Regional transportation hub in San Francisco, known as Salesforce Transit Center, officially opened for business with the August 11th (Saturday) ribbon cutting ceremony. The Solano County Transit bus -- SolTrans route #82 -- does the late night transbay run to the temporary Transbay Terminal, and will soon make it to the new Saleforce Transit Center under a contract partnership with AC Transit.

3. The 2018-2019 MTC Policy Advisory Council and Equity & Access Subcommittee will resume meeting on September 12th (Wednesday). Expected to be on their agendas will be further vetting of the new Horizons 2050 long-term 25-year planning process. The first Horizons 2050 whitepaper back in June 2018 was on self-driving autonomous vehicles and their potential impact on public and private transportation options. The complete set of whitepapers and timelines listed below:
    - MTC's 2018 High School Interns Show Their Skills https://mtc.ca.gov/whats-happening/news/mtcs-2018-high-school-interns-show-their-skills

    - Open for Business: Salesforce Transit Center https://mtc.ca.gov/whats-happening/news/open-business-salesforce-transit-center

    - MTC Horizons 2050 INFORMATION (PDF) https://mtc.ca.gov/sites/default/files/2_Futures.pdf

10. FUTURE AGENDA ITEMS PCC COMMENTS

Ron Grassi stated the Solano Mobility Call Center Annual Report will be addressed at the November 15, 2018 PCC Meeting.

Richard Burnett stated that the MTC Presentation on Clipper 2.0 is still in the works and Mr. Burnett will inform the PCC when it is ready.

Lisa Hooks requested for more information to be provided regarding the gas tax that may increase transportation fares.

11. ADJOURNMENT

The meeting adjourned at 12:31 p.m. The next regular meeting of the PCC is scheduled to meet at 1:00 p.m., Thursday, November 15, 2018 at SolTrans Operations & Maintenance Facility at 1850 Broadway Street in Vallejo.

Agenda Item 5.A
November 1, 2018

Solano Transportation Authority

BICYCLE ADVISORY COMMITTEE (BAC)
Minutes for the Meeting of
September 6, 2018

1. CALL TO ORDER/SELF INTRODUCTIONS
The meeting of the STA's Bicycle Advisory Committee (BAC) was called to order by Vice Chair Jim Fisk at approximately 6:02p.m. at the STA in Conference Room 1.

BAC Members Present:

	Nancy Lund	City of Benicia
	James Fisk, **Vice – Chair**	City of Dixon
	Quinten Voyce	City of Fairfield
	Barbara Wood	Member at Large
	Neal Iverson	City of Vacaville
	David Belef	City of Vallejo
BAC Members Absent:		
	Lori Wilson	City of Suisun City
	Jim Wheeler	City of Rio Vista
	Mike Segala, **Chair**	County of Solano
Others Present:		
	Jason Riley	Solano County
	Drew Hart	City of Sacramento
	Sam Kumar	City of Vallejo
STA Staff Present		
	Cory Peterson	STA
	Karin Bloesch	STA
	April Wells	STA
	Triana Crighton	STA
	Lloyd Nadal	STA

2. CONFIRM QUORUM
Quorum was confirmed.

3. APPROVAL OF AGENDA
On a motion from Quinten Voyce, and a second from Barbara Wood, the BAC unanimously approved the agenda. (6 Ayes)

4. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS
Cory Peterson introduced STA Planning Assistant Triana Crighton and explained that she will be leading the committee going forward.

5. **CONSENT CALENDAR**

A. **<u>Recommendation</u>:**
Approve STA BAC Meeting Minutes of July 5, 2018.
On a motion by Barbara Wood, and a second by Quinten Voyce, the BAC approved the minutes of July 5, 2018. (6 Ayes)

6. **PRESENTATIONS**

A. **Jump! Bike Share in Sacramento**
Drew Hart of City of Sacramento presented Bikeways for All Ages and Abilities. Mr. Hart explained the types of bicyclists and their interest in biking and Vision Zero in regards to safety for bicyclists and pedestrians. He shared Sacramento's Pop-Up Bikeway, the latest improvements for biking in Midtown, and upcoming maintenance corridors. Drew Hart gave an extensive overview of bike and scooter share. Triana Crighton stated she will email BAC Members and others present Drew Hart's presentation document.

7. **ACTION – NON-FINANCIAL**

A. **Bicycle Advisory Committee Field Trip Locations**
<u>Recommendation:</u>
Finalize and approve locations for the BAC Field Trip on October 19th, 2018.

On a motion by Quinten Voyce, and a second by Barbara Wood, the BAC forwards a recommendation to finalize and approve field trip locations, allowing for changes in the itinerary at the discretion of the Planning Assistants. (6 Ayes)

B. **Appoint a BAC Representative and Alternate to the STA SR2S-AC**
<u>Recommendation:</u>
1. Appoint a BAC member to represent the BAC on the Safe Routes to School Advisory Committee.
2. Appoint a BAC member to be a BAC alternate on the Safe Routes to School Advisory
Committee.

On a motion by Quinten Voyce, and a second by Nancy Lund, the BAC assigned Neal Iverson as BAC SR2S Committee Representative. On a motion by David Belef, and a second by Nancy Lund, the BAC assigned Barbara Wood as Alternate BAC SR2S Committee Representative. (6 Ayes)

8. **INFORMATION – DISCUSSION**

A. **Incorporation of SR2S into Future School and Housing Planning Efforts**
Triana Crighton explained a potential draft letter by BAC for incorporating Safe Routes to School (SR2S) into future school and housing planning efforts to be given to school and/or housing point-persons by SR2S. Lloyd Nadal and Karin Bloesch assisted in guiding the discussion and recommending other potential methods. Lloyd Nadal stated he will research policy documents and SR2S National Partnership to determine the best practices for the incorporation of SR2S and will present the issue to the SR2S Advisory Committee and afterward share with the BAC and PAC.

8. **INFORMATION – DISCUSSION**

B. **Solano Active Transportation Plan Status Update**

Cory Peterson noted kick-off meeting with Toole Design Group Consultant and CalTrans. Toole Design Group has been working on reviewing plans, data collection, and public outreach. Starting October, pop-up events staffed by Mr. Peterson and TDG will be across Solano County asking the community of their interest and concerns about walking and biking in Solano. This public outreach questionnaire will also be online in addition to a Wiki-Map and flyers for each event will be distributed to local businesses and organizations.

C. Regional Bicycle Way Finding Standards
Cory Peterson noted that Active Transportation Plan will do inventory of current way finding signs and will recommend various locations for new directional/destination signs. David Belef suggested "fix it" bike stations.

D. Reports and Updates from Staff

1. **Solano-Yolo BikeLinks Map Update**
   Triana Crighton asked BAC to consider updates for Solano-Yolo BikeLinks Map as it will be updated shortly. Nancy Lund suggested separate sub-committee to discuss changes to the map. **Cory Peterson stated that he will set up a sub-committee meeting.**

2. **TDA-3 Fiscal Year (FY) 2018-19 Funding Update**
   Ms. Crighton mentioned the approval of the STA Board for the Porter Rd Bikeway Project, the Bay Trail / Vine Trail Gap Closure Project and the ATP Cycle 2 SR2S Infrastructure Improvements.

3. **ATP Cycle 4 Applications Update**
   Ms. Crighton mentioned City of Fairfield, City of Rio Vista and STA submitted applications for the ATP Cycle 4 grant. Cory Peterson provided a breakdown of the Countywide Safe Routes to Transit project requests.

9. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS
David Belef noted Bike Vallejo had a Bike Rodeo through Solano SR2S. Mr. Belef mentioned SR2S will be loaning the Bike Rodeo trailer and bikes for another Bike Vallejo and US Force Service event on September 22, 2018. He also mentioned bike fix it stations will be installed in Vallejo. Nancy Lund asked about Top 10 Rides brochure. Cory Peterson stated only minor edits were made and if brochures are needed to contact himself or Triana Crighton.

10. ADJOURNMENT
The STA BAC meeting adjourned at approximately 7:44 p.m. The next meeting of the STA BAC is on **Thursday, November 1, 2018**.

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Agenda Item 8.J
September 26, 2018

Solano Transportation Authority

DATE: September 19, 2018
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2018

Discussion:
Attached is the STA Board and Advisory meeting schedule for STA Board and Advisory meeting schedule for the remainder of calendar year 2018 that may be of interest to the STA TAC.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Meeting Schedule for Calendar Year 2018

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR FOR REMAINDER OF 2018

STA Board:	Meets 2nd Wednesday of Every Month
Consortium :	Meets *Last* Tuesday of Every Month
TAC:	Meets *Last* Wednesday of Every Month
BAC:	Meets 1st Thursday of every *Odd* Month
PAC:	Meets 1st Thursday of every *Even* Month
PCC:	Meets 3rd Thursday of every *Odd* Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Tues., September 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 27	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Confirmed
Thurs., October 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 21th Annual Awards	TBD	Confirmed
Wed., November 21	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans Operations Facility	Tentative
Tues., November 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 18	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 19	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed