



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, September 27, 2017
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 CALTRANS, MTC, STA, AND LOCAL AGENCIES
(1:35 – 1:45 p.m.)
 - A. Fairfield and Vacaville Intermodal Station Update Nathaniel Atherstone, FAST
 - B. Ramp Metering Phase 2 Anthony Adams, STA
 - C. Update on Capital Improvements for SolanoExpress Robert Guerrero
- 5. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)
 - A. Minutes of the TAC Meeting of August 30, 2017 Johanna Masiclat
Recommendation:
Approve TAC Meeting Minutes of August 30, 2017.
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 - B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Liz Niedziela
Matrix – October 2017 – Revised City of Vacaville
Recommendation:
Forward a recommendation to the STA Board to approve the October FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes the revised TDA claim for the City of Vacaville.
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TAC MEMBERS

Graham Wadsworth	Joe Leach	George Hicks	Dave Melilli	Tim McSorley	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. Fiscal Year (FY) 2017-18 and FY 2018-19 State Transit Assistance Funds (STAF) Population-based Priorities** Liz Niedziela
Recommendation:
 Forward a recommendation to the STA Board to approve the following:
1. FYs 2017-18 and 2018-19 STAF priorities as specified in Attachments C and D;
 2. Authorize the Executive Director to administer a Call for Projects for \$165,000 of STAF and work with the STA Transit and Rideshare Committee to make funding recommendation to the STA Board; and
 3. \$15,000 STAF in FY 2017-18 to be used as a local match for Vehicle Charging Stations if the BAAQMD grant application is awarded.
- Pg. 19**
- D. Updated Intercity Bus Replacement Capital Plan** Mary Pryor
Recommendation:
 Forward a recommendation to the STA Board for approval of the updated Intercity Bus Replacement Funding Plan as shown in Attachment C.
- Pg. 29**
- E. Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17** Debbie McQuilkin
Recommendation:
 Forward a recommendation to the STA Board to approve the Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17 as shown in Attachment A.
- Pg. 39**
- F. Solano Countywide Water Transit Plan & Financial Feasibility Study Funding Agreement Between the Solano Transportation Authority (STA) and the Water Emergency Transportation Authority (WETA) for Ridership Demand Services** Ryan Dodge
Recommendation:
 Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement for ridership demand modeling services paid for by WETA for the Solano Countywide Water Transit Plan & Financial Feasibility Study.
- Pg. 47**
- G. One Bay Area Grant (OBAG) 2 Project Reprogramming** Anthony Adams
Recommendation:
 Forward a recommendation to the STA Board to approve the reprogramming of Suisun City's STP shares in the amount of \$491,314 from Lotz Way to the Railroad Ave Repaving project.
- Pg. 49**

6. ACTION FINANCIAL ITEMS

A. 2018 State Transportation Improvement Program (STIP)

Janet Adams

Programming

Recommendation

Forward a recommendation to the STA Board to program the 2018 STIP as follows:

1. \$6 M to Construction Phase Segment 3 of the Jepson Pkwy Project for FY 2010-21 (City of Vacaville);
2. \$9 M to Plans, Specifications & Estimate Phase of the I-80/I-680/SR 12 Interchange Package 2A for FY 2018-19;
3. \$5 M to Project Approval/Environmental Document of the SR 37 Project/Mare Island Interchange Project for FY 2018-19;
4. \$1.895 M to Construction Phase of the SR 12/Church Rd. Project for FY 2020-21; and
5. \$762,000 to Planning, Programming, and Monitoring (PPM) activities for FYs 2020-21 through 2022-23.

(1:50 – 2:00 p.m.)

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B. Caltrans Sustainable Communities Planning Grant Application

Robert Macaulay

Recommendation

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit an application for a \$350,000 Caltrans Sustainable Communities Planning Grant to expand and update the Solano Active Transportation Plan.

(2:00 – 2:10 p.m.)

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C. Transportation Development Act (TDA) Article 3 Funding Requests: Dixon SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match

Cory Peterson

Recommendation:

Forward a recommendation to the STA Board:

1. Allocate the following allocation of TDA Article 3 funds:
2. \$51,448 to cover the shortfall of the City of Dixon SR2S OBAG Cycle 1 project;
3. \$20,000 to the City of Dixon SR2S OBAG Cycle 1 project to install green paint in the Class II bike lanes; and
4. \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match.

(2:10 – 2:20 p.m.)

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D. Bay Area Air Quality Management District (BAAQMD) Charge! Grant

Cory Peterson

Recommendation:

Forward a recommendation to the STA Board to authorize STA staff to apply for the Charge! Grant on behalf of the participating local agencies as specified for purchase and installation of EV Charging Stations.

(2:20 – 2:25 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

- A. **Legislative Update** Jayne Bauer
(2:25 – 2:30 p.m.)
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- B. **Senate Bill 1 (SB 1) Local Implementation Update** Anthony Adams
(2:30 – 2:40 p.m.)
Pg. 81
- C. **One Bay Area Grant (OBAG) Cycle 2 Implementation** Anthony Adams
(2:40 – 2:50 p.m.)
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NO DISCUSSION

- D. **I-80 Ramp Metering Phase 2** Anthony Adams
Pg. 87
- E. **Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report** Judy Kowalsky
Pg. 91
- F. **Summary of Funding Opportunities** Cory Peterson
Pg. 93
- G. **Draft Meeting Minutes of STA Board & Advisory Committees** Johanna Masiclat
Pg. 99
- H. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2017** Johanna Masiclat
Pg. 115

9. UPCOMING TAC AGENDA ITEMS

November 2017

- A. RTIF Annual Report
- B. Annual Pothole Report
- C. Updated Funding Agreements for Jepson Parkway
- D. Countywide Active Transportation Plan (Bike/Ped) Update
- E. Update on Countywide GIS
- F. SB 1 Update
- G. RM 3 Update
- H. Draft Arterials, Highways and Freeways Element

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, November 29, 2017.**

TAC Meeting Schedule for the Remainder of Calendar Year 2017

No Meeting in October
1:30 p.m., November 29th
1:30 p.m., December 20th

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239

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TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
August 30, 2017

1. CALL TO ORDER

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

TAC Members Present:	Graham Wadsworth	City of Benicia
	Jason Riley for Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Tim McSorley	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Jill Mercurio	City of Vallejo
	Nick Burton for Matt Tuggle	County of Solano

TAC Members Absent:	Joe Leach	City of Dixon
	Matt Tuggle	County of Solano

STA Staff and Others Present:

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Jayne Bauer	STA
Ryan Dodge	STA
Robert Guerrero	STA
Daryl Halls	STA
Jason Mac	Caltrans
Robert Macaulay	STA
Johanna Masiclat	STA
John McKenzie	Caltrans
Liz Niedziela	STA
Cory Peterson	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by George Hicks, and a second by Jason Riley, the STA TAC unanimously approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Presentations:

- 1. Caltrans SHOPP Projects Update presented by Jason Mac, Caltrans
- 2. SB 1 LS&R Requirements presented by Anthony Adams, STA

Announcements:

- 1. Ryan Dodge stated that STA will release a Request for Proposal (RFP)/Request for Qualifications (RFQ) the week of September 4, 2017. Ryan Dodge requested volunteers for a water transit plan working group to be formed during the planning process. Graham Wadsworth (Benicia), Jill Mercurio (Vallejo), and Dave Melilli (Rio Vista) expressed interest. Ryan Dodge will email the Scope of Work to TAC members and follow up on forming the working group.
- 2. Jayne Bauer reminded the TAC that the deadline to submit nominations for the STA Annual Awards is due Friday, September 1, 2017. She added that the nominated person, plan, project or program is being recognized for an action or event that took place October 1, 2016 and September 30, 2017.
- 3. Cory Peterson was introduced to the TAC members as the STA’s new Planning Assistant.
- 4. Robert Guerrero announced that staff will be requesting Board approval to send letters of support for the Cities of Fairfield and Vallejo for some potential projects that may be eligible for the Innovative Deployments to Enhance Arterials (IDEA) Grant funding.

5. CONSENT CALENDAR

On a motion by George Hicks, and a second by Jason Riley, the STA TAC approved the Consent Calendar A and B. (8 Ayes)

A. Minutes of the TAC Meeting of June 28, 2017

Recommendation:

Approve TAC Meeting Minutes of June 28, 2017.

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

A. Office of Traffic Safety (OTS) Grant Memorandum of Understanding (MOU)

Anthony Adams reported that on June 6, 2017, OTS contacted STA to inform us that STA have been preliminarily awarded both applications and that the next steps will be to finalize a budget, timeline, and sign a contract. He cited that work can begin on the proposed projects by October 1, 2017. He commented that this grant will be used to purchase CrossRoads traffic collision software which will allow police departments within each jurisdiction to provide standardized collision data along with geo-coded spatial locations. In addition, this data is especially important when attempting to conduct safety analysis on a particular intersection or corridor, then concluded by noting that this effort is meant to close the gap on data availability and improve access to HSIP safety funding in the future

Recommendation:

Forward a recommendation to the STA Board to approve the Memorandum of Understanding (MOU) for the Office of Traffic Safety (OTS) Collision Data Collection Grant as shown in Attachment A.

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

B. San Francisco Bay Restoration Parcel Tax (Measure AA) Funding

Robert Macaulay cited that STA staff believes that Measure AA funds may be a good supplement to California Department of Fish and Wildlife (CDFW) funds in order to extend the new bike lane up to the Hill Slough Bridge. He explained that STA staff is proposing to partner with Solano County and CDFW to apply for Measure AA funds in order to complete the extension of the CDFW project bike lane to the Hill Slough Bridge. He noted that the Measure AA funds can be used for any phase of the project, and depending upon further discussions with the CDFW and County, STA may take on either a lead or supporting role in pursuing the funds.

Recommendation

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit the extension of the CDGW Grizzly Island Road bike lane for Measure AA funds.

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

7. ACTION NON FINANCIAL ITEMS

A. SR 37 Corridor Project Update

Robert Guerrero reported that MTC is anticipated to publicly release the draft Phase 1 Corridor Study at the September 25th SR 37 Policy Committee Meeting. He commented that staff is seeking approval from the STA Board to have the Policy Committee and MTC include the Mare Island Interchange as a priority project as part of Segment B of the Corridor Study which will allow for the interchange to be included and cleared as part of an environmental document for Segment B. He noted that the SR 37/Fairgrounds Drive is another project STA staff is recommending as a priority for Segment C. This project has transit elements that will assist in reducing congestion on the corridor and is a major activity center with Six Flags Discovery Kingdom located adjacent to this interchange. He also noted that STA is currently working with the County and the City of Vallejo to finalize a funding agreement for the design phase of the project, and that the Mare Island Interchange and the SR 37/Fairgrounds Dr. Project are recommended to be incorporated into a final set of STA comments for MTC and the SR 37 Policy Committee to consider for the Phase 1 Corridor Study.

Recommendations:

Forward a recommendation to the STA Board to authorize the Executive Director to submit comments on the draft SR 37 Corridor Study that include the Mare Island Interchange as a priority for Segment B and the SR 37/Fairgrounds Drive Project as a priority for Segment C.

On a motion by Jill Mercurio, and a second by Nick Burton, the STA TAC unanimously approved the recommendation. (8 Ayes)

- B. Update Bicycle and Pedestrian Priority Projects List for Fiscal Year (FY) 2017-18**
Ryan Dodge reported that the STA is in the process of updating the Countywide Bicycle and Pedestrian Plans and combining them into a single Solano Active Transportation Plan. He noted that this updated process will allow for a comprehensive update of all potential Active Transportation projects and a new prioritized list and should be completed in calendar year 2018, and used for future project prioritization. He also noted that projects fully funded by not yet constructed will remain on the list until implemented, and projects will remain to reflect priorities, but also in case of additional funding needed in the future.

Shawn Cunningham, City of Vacaville, proposed adding the Ulatis Creek multi-use path project, which travels underneath I-80 and is part of the forthcoming Express Lanes project, to the priority projects list.

Recommendations:

Forward a recommendation to the STA Board to approve the STA Bicycle and Pedestrian Priority Projects List for FY 2017-18 as shown in Attachment A.

On a motion by Shawn Cunningham, and a second by Jason Riley, the STA TAC unanimously approved the recommendation with the amendment to include the City of Vacaville's Ulatis Creek multi-use path project to the Bicycle and Pedestrian Priority Project List for FY 2017-18.

(8 Ayes)

8. INFORMATIONAL – DISCUSSION

A. Legislative Update

Jayne Bauer provided an update to the Initiative to repeal SB 1 ("Road Repair and Accountability Act of 2017" state transportation funding package), Cap and Trade Program Extension, and Amendments to RM 3 Legislation. She also noted that STA is sending a letter requesting doubling the appropriations for the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP).

B. Discussion of 2018 State Transportation Improvement Program (STIP) Programming

Janet Adams reported that STA staff is proposing to recommend a continued commitment to the Jepson Parkway Project for an amount to not-to-exceed \$11.198 M which represents the previous STIP programming commitments to the Project. She noted that the final amount programmed to the Jepson Parkway will be based on matching funding commitments from the two local partners.

Ms. Adams also reported that the I-80/I-680/SR 12 Project remains a priority project for funding from SB 1 competitive grants categories. She noted that the overall project cost for Phase 2A is estimated at \$75 M and the amount needed for design is between \$8 M to \$10 M.

She also commented that another relatively new and evolving priority for the STA is SR 37. With the SR 37 Corridor Plan wrapping up in 2018, the next step will be funding of the Environmental Document for the priority segment. While this next Phase of the Project could cost up to \$30 M, staff is looking at the STIP to provide matching funds to get this effort initiated and to attract other funding partners. While the proposed STIP investment may be around \$5 M, a portion of the needed amount, it represents a commitment of Solano County to the project. The final determination of programming to SR 37 will be based on

meetings to be held with Caltrans, and the California Transportation Commission (CTC) and the Metropolitan Transportation Commission on a funding plan.

Based on the 2018 STIP schedule, the STA Board will need to approve its 2018 STIP at its meeting in October

C. Status of Senate Bill (SB) 595 Future Bridge Toll Expenditure Plan

Janet Adams provided a status update to the SB 595 Future Bridge Toll Expenditure Plan. She explained that the legislative authority would be provided in Senate Bill 595 (Beall) which provides for the Expenditure Plan that would go to voters. She noted that for Solano County, the Expenditure Plan provides for earmarks for the I-80/680/12 Interchange, I-80 Truck Scales and State Route 37. It also provides for an opportunity for the Regional Programs that include the Bay Trail/State Routes to Transit, the Corridor Express Lanes, Ferry's (new vessels, service frequency and expansion) and North Bay Transit Improvements.

D. Senate Bill 1 (SB 1) and State Transit Assistance Funds Population Based Priorities

Brandon Thomson reviewed staff's recommendation to prioritize the needs for the increased amounts of SB1 Population Based Funds. He noted that the STA has identified two countywide priorities; Intercity Taxi Scrip Phase 2 and expanding SolanoExpress service, and that staff is proposing the STA Board submit a letter to MTC specifying these countywide priorities for these new funds in advance of these funds being included in a new regional program.

E. One Bay Area Grant (OBAG) Cycle 2 Funding Agreements Update

Anthony Adams provided an update to the OBAG Cycle 2 funding agreements, and noted that to date, the Cities of Fairfield and Benicia have submitted their executed OBAG 2 funding agreement; the Cities of Dixon and Rio Vista did not receive OBAG funding (their funding shares were swapped out for other non-federal funds) and, therefore, they do not need to have funding agreements.

F. 2017 Solano Travel Safety Plan Update

Anthony Adams commented that STA's Consultant, DKS, requested that each local agency return the list of their locations and preferred treatments types by August 18th. These selected treatment types will be analyzed and corresponding B/C ratios will be developed and provided by the next September 27th TAC meeting.

G. Project Delivery Update

Anthony Adams reviewed the project delivery list received from PDWG members in August 2017.

NO DISCUSSION

H. Abandoned Vehicle Abatement (AVA) Program Third Quarter Report

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 2017

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for August/September/October 2017 were presented.

10. ADJOURNMENT

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

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, September 27, 2017.**



DATE: September 18, 2017
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix –
October 2017 – Revised City of Vacaville

Background:

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

The Solano FY 2017-18 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A). MTC updated the fund estimate on July 26, 2017.

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

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2015-16 audited amounts were reconciled to the estimated amounts for FY 2015-16. The reconciliation amounts and the estimated amounts for FY 2017-18 are merged to determine the cost per funding partner.

Discussion:

For FY 2017-18, the following TDA claim revision is being brought forward for review:

City of Vacaville

The City of Vacaville is requesting a revised amount of \$3,699,551 in their local TDA funds. In June 2017, the STA Board approved a TDA request of \$2,709,551 by the City of Vacaville. The current revision includes additional TDA funds in the amount of \$990,000. Additional TDA funds in the amount of \$200,000 will be used for marketing in FY 2017-18 and new route

promotion. Additional TDA funds in the amount of \$790,000 will be used for capital projects. Vacaville's additional capital projects include:

- \$75,000 for transit's share of Asset Management for contract with Infor
- \$15,000 for transit's share of Solano Community College Pilot Electronic Fare Program for mobile App are program start-up costs;
- \$100,000 to complete a driveway to the City's transit yard which supports City Coach buses;
- \$450,000 for Real Time Arrival project;
- \$100,000 for spare CNG compressor; and
- \$50,000 for various garage upgrades.

The City of Vacaville's revised TDA claim amounts are included in Attachment B, the TDA Matrix.

Fiscal Impact:

The STA Board approval of the TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

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

Attachments:

- A. FY 2017-18 TDA Fund Estimate for Solano County dated July 26, 2017
- B. FY 2017-18 Solano TDA Matrix for October 2017

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

Attachment A
Res No. 4268
Page 9 of 17
7/26/2017

FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Actual Revenue (June, 17)	18,325,780		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		552,344	14. MTC Administration (0.5% of Line 13)		92,543
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	2,762		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) ¹	2,762		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	16,570		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		22,094	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		530,250	19. Article 3.0 (2.0% of Line 18)		355,365
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	10,605		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		519,645	22. TDA Article 4 (Lines 20-21)		17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		519,645			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

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

18-Sep-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/26/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	Paratransit		Local Transit					Intercity						STA Planning	Other / Swaps	Transit Capital	Total	Balance			
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal
						(4)			(4a)	(5)														(6)	(6)	(7)
Dixon	776,613	1,329,574		2,106,187		5,000		446,537					\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700	\$ 65,000	290,000	\$ 971,415	1,134,772
Fairfield	4,535,754	1,033,685		5,569,439		40,000	763,813		62,607				\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533		2,141,959	\$ 3,807,959	1,761,480
Rio Vista	332,122	405,377		737,499		5,000				315,968			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699	\$ 65,000	\$ 18,300	\$ 413,967	323,532
Suisun City	1,171,040	35,351		1,206,391		0	134,790		694,198				\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845		\$ 1,206,391	0
Vacaville	3,838,959	7,842,488		11,681,447	-7,147	70,000	475,291			905,260			\$ 139,981	\$ 192,801	\$ 131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$ 112,196	\$ 200,000	2,119,000	\$ 4,452,792	7,228,655
Vallejo/Benicia (SoITrans)	5,974,057	4,029,305		10,003,362		85,000	1,346,163				2,472,761		\$ 31,729	\$ 90,533	\$ 31,941	\$ 541,986	\$ 266,902	\$ 291,623	\$ 12,772	\$ 166,976	\$ 1,100,511	\$ 174,530	\$ 186,830	3,025,171	\$ 8,557,941	1,445,421
Solano County	784,315	1,303,344		2,087,659		512,650							\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925			\$ 694,037	1,393,622
Total	17,412,860	15,979,124	0	33,391,984	-7,147	717,650	2,720,057	446,537	756,805	315,968	905,260	2,472,761	\$ 307,726	\$ 603,300	\$ 416,735	\$ 667,839	\$ 331,337	\$ 492,470	183,053	\$ 1,510,814	\$ 1,491,645	\$ 521,046	\$ 658,675	\$ 7,594,430	\$ 20,104,502	13,287,482

NOTES:

Background colors on Rt. Headings denote operator of intercity route
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- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment; correction has been included in 7/26/17 Fund Estimate Projected Carryover amount.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17. \$180,000 route planning allocation included in Projected Carryover.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.

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

- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 \$50,000 unclaimed and FY17-18 \$50,000 and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment for Fairground Transit Facility Study (9). SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17. Dixon item to be claimed by Rio Vista, per 1C May-17 STA Board approval of Rio Vista claiming \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, based on Rio Vista's unsuccessful FTA 5310 application. Rio Vista item to be claimed by STA for repayment of STAF loan authorized 11-Feb-15. Vacaville item to be claimed by Vacaville as TDA Section 4, Planning & Administration in the amount of \$200,000 for marketing funds and new route promotion.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

FY 2017-18 TDA Matrix DRAFT September 2017

Attachment C

18-Aug-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/26/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	ADA Subsidized Intercity Taxi	Paratransit	Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance				
								Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal	
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- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

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DATE: September 16, 2017
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2017-18 and FY 2018-19 State Transit Assistance Funds (STAF) Population-based Priorities

Background:

State Transit Assistance funds (STAF) are generated by the sales tax on diesel fuel, and the amount of money available varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Revenue-based funds: The State allocates funds to transit operators based on their revenue as defined by PUC 99314 (b).

Population-based funds: MTC receives STA based on our share of the population. Metropolitan Transportation Commission (MTC) determines how to use these funds (Resolution 3837)

State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects. MTC apportions the Solano County Population-based funds to Solano Transportation Authority (STA) for Northern County and Regional Paratransit STAF Funding.

STAF has been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

Fiscal Year (FY) 2017-18 STAF revenue estimates were approved by the Metropolitan Transportation Commission (MTC) on July 26, 2017 (Attachment A). MTC estimates did not include STA committed funds, allocation request in FY 2016-17 and FY 2015-16 funding return. A STAF Balance Summary was developed (Attachment B) to determine an estimated amount of funding available for programming. As shown in Attachment B, Regional Paratransit STAF has an estimated amount of \$686,568 available for programming and Northern County STAF has an estimated amount of \$2,282,347.

Discussion:

In June 2017, the STA Board approved the STAs Overall Work Plan (OWP) for FYs 2017-18 and 2018-19 which includes a number of transit projects, programs, and studies. At this time, staff is recommending approval of a comprehensive list of program studies and projects

to be funded by the FY 2017-18 and FY 2018-19 STAF based on a combination of OWP's tasks and STA Board priorities already approved in the FY 2017-18 & FY 2018-19 STA Budget in July 2017. These proposed priorities are listed in Attachment C and Attachment D and discussed below.

Regional Paratransit STAF (Attachment C)

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In FY 2012-13, the STA Board approved funding for priorities that support mobility for Seniors and People with Disabilities. The Solano Mobility programs has been identified as a priority through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major priorities funded was the Countywide In-Person ADA Eligibility Program. This is the only service of funding currently funding this successful program.

The priorities that are recommended for Consortium and the STA Board for consideration are continue funding of ADA in-person Eligibility, Paratransit Coordinating Council, Senior and People with Disabilities Transportation Advisory Committee, CTSA/Solano Mobility Plan Update and Implementation.

Northern County STAF (Attachment D)

The STA utilizes STAF to conduct countywide transit planning, marketing, and coordination. STA has put aside enough funding to meet STA's obligated amount for the SolanoExpress bus replacements.

The priorities presented (Attachment D) for the Consortium and STA Board for consideration include the continued funding of Transit Planning and Coordination, SolanoExpress Marketing, Transit Corridor/Transit Analysis, CTSA/Solano Mobility Plan Update, Lifeline, Solano Mobility Call Center, Expenditure Plan, Transit Coordination (Vine, Clipper, Rio Vista Consultant Support, App), Water Transit Study, Fairground/Transit Facility Study, MLIP Bus Stops, and Phase Design Parking Structure Vallejo. As previously stated, these priorities were included in the FY2017-18 and FY 2018-19 STA Budget approved by the Board in July 2017 and the OWP approved in June 2017.

The funding priorities are shown over three years and there are some adjustment of funding levels for some of the projects over these fiscal years. Transit Planning and Coordination increased \$41,000 from FY 2016-17 to FY 2017-18 due to loss of other funding sources. The Transit Corridor/Transit Analysis increased over \$45,000 from FY 2017-18 to FY 2018-19 to include a Community-Based Transportation Plan funding match from MTC. The Solano Mobility Call Center has increased to cover funding lost in the 5310 program due to Caltrans awarding only 50% of the amount requested. Travel Training has 100% funding for FY 2017-18 so no additional STAF is requested until FY 2018-19. The Water Transit Study will be completed in FY 2017-18.

There are additional new items presented for consideration that include local Project Sponsor Request, SolanoExpress Service Plan Implementation, Stability for ADA Assessments and Intercity Taxi Scrip Phase II, SolanoExpress Ridership Survey and STA's share of SolanoExpress Bus Replacement Phase II.

Project Sponsor Request (\$165,000) is proposed by STA staff to provide an opportunity for requests for funding to be considered for FY 2017-18 from the transit operators. This is in response to a couple of requests from transit operators. STA staff is recommending to initiate a Call for Projects and then invite applicants to present their projects to the STA Board's Transit and Rideshare Committee for review and to make recommendations to the STA Board for programming.

EV Charging Station - STA Planning staff is proposing to apply for a Bay Area Air Quality Management District grant in the amount of \$45,000 to help fund the installation of 20 EV charging stations at five (5) transit stations and park & rides in Fairfield, Suisun City, and Vallejo. A minimum of 25% local match is required, and as such, \$15,000 in STAF is proposed to meet this match requirement. This item is presented as Agenda Item 7.A in the agenda for consideration. Since this grant is time sensitive, STA staff proposes to include the \$15,000 of STAF in FY 2017-18 for consideration for approval to be taken out of the Project Sponsor Request line item. If the grant is not successful, the \$15,000 will be returned to STAF to be reprogrammed in FY 2018-19.

SolanoExpress Service Implementation Plan is recommended at \$100,000 for FYs 2017-18 and 2018-19 to assist in covering the cost of the implementation of the SolanoExpress service by FAST and SolTrans.

Stability for ADA Assessments and Intercity Taxi Scrip Phase II. Currently, ADA Assessments program expenditures are higher than the annual allocation of Regional Paratransit funding. STA staff is recommending using Northern County STAF funds to cover the additional cost and to use this funding to stabilize the Intercity Taxi Scrip Phase II program for a smooth implementation during the initial years of this service.

SolanoExpress Ridership Survey is required to determine the cost share for the SolanoExpress Intercity Routes by operator. The most recent MTC Ridership survey meets Title VI requirements, but does not provide all the information needed to determine the cost share for SolanoExpress. Therefore, staff is recommending \$130,000 in FY 2018-19 for this effort. This will be important to recount for Phase 1 of the new SolanoExpress service.

SolanoExpress Bus Replacement Phase II is a strategy to begin saving money for the next round of bus replacement that will be needed in 14 year. STA staff began saving for the current bus replacement over ten years ago as shown in Attachment E. Staff is recommending an additional contribution of \$100,000 in FYs 2017-18 and 2018-19 to continue this investment.

The current STA's Funding Plan for SolanoExpress Bus Replacement (Attachment E) shows the STAF funding was being set aside by STA for the SolanoExpress bus replacement as early as FY 2006-07. STA committed to provide 20% of the funding. When the cost of the bus came in lower than originally estimated, STA stayed committed to the same amount of \$4,942,692 which is now 24.9% of the replacement cost. Also to move forward the first set of buses, STA committed an additional \$581,467. The total commitment for STA is \$5,524,159. The attachment shows the previous funding plan and a revised funding plan to account for the TPI funding swap. STA has the funding to meet STA's commitment for SolanoExpress Bus Replacement and is currently working to finalize funding agreements with all of the participating transit operators.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority and previously approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for continuing and implementing these programs and projects.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. FYs 2017-18 and 2018-19 STAF priorities as specified in Attachments C and D;
2. Authorize the Executive Director to administer a Call for Projects for \$165,000 of STAF and work with the STA Board's Transit and Rideshare Committee to make programming recommendation to the STA Board; and
3. \$15,000 STAF in FY 2017-18 to be used as a local match for Vehicle Charging Stations if the BAAQMD grant application is awarded.

Attachments:

- A. FY 2017-18 Solano STAF population-based fund estimate (MTC Reso. 4268, 7/26/2017)
- B. STA's STAF Funding Summary
- C. Regional Paratransit STAF FY 2017-18 & FY 2018-19 Recommended Projects
- D. Northern County STAF FY 2017-18 & FY 2018-19 Recommended Projects
- E. STA's Funding Plan for SolanoExpress Bus Replacement

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A
Res No. 4268
Page 12 of 17
7/26/2017

FY2016-17 STA Revenue Estimate		FY2017-18 STA Revenue Estimate				
1. State Estimate (Jan, 17)	\$26,001,993	4. Projected Carryover (Aug, 17)			\$33,650,444	
2. Actual Revenue (Aug, 17)		5. State Estimate* (Jan, 17)			\$28,624,767	
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)			\$62,275,211	
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
Apportionment Jurisdictions	6/30/2016 Balance (w/interest) ¹	FY2015-17 Outstanding Commitments ²	FY2016-17 Revenue Estimate	6/30/2017 Projected Carryover ³	FY2017-18 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	771,875	3,360	850,744	854,104
Napa	21,349	(436,665)	417,132	1,816	459,753	461,569
Solano/Vallejo ⁵	4,407,653	484,079	1,256,220	6,147,952	1,384,578	7,532,530
Sonoma	75,410	(1,545,276)	1,476,292	6,425	1,627,136	1,633,561
CCCTA	74,742	(1,531,621)	1,463,248	6,369	1,612,760	1,619,129
ECCTA	45,233	(833,763)	883,867	95,337	974,179	1,069,516
LAVTA	688,319	(700,785)	604,691	592,225	666,477	1,258,702
Union City	191,330	(219,299)	211,689	183,720	233,319	417,039
WCCTA	9,979	(204,074)	194,945	850	214,864	215,714
SUBTOTAL	5,553,605	(5,795,510)	7,279,958	7,038,054	8,023,810	15,061,864
Regional Paratransit						
Alameda	40,912	(835,913)	799,343	4,342	881,019	885,361
Contra Costa	28,989	(494,113)	565,841	100,717	623,657	724,374
Marin	5,593	(114,294)	109,177	476	120,332	120,808
Napa	4,533	(92,689)	88,541	385	97,588	97,973
San Francisco	32,425	(663,879)	634,214	2,760	699,017	701,777
San Mateo	16,004	(327,341)	312,698	1,361	344,649	346,010
Santa Clara	45,837	(937,540)	895,602	3,899	987,113	991,012
Solano	727,050	295,785	244,506	1,267,341	269,489	1,536,830
Sonoma	17,891	(378,742)	350,216	(10,635)	386,000	375,365
SUBTOTAL	919,234	(3,548,726)	4,000,138	1,370,646	4,408,864	5,779,510
Lifeline⁶						
Alameda	468,123	(717,476)	322,503	73,150		73,150
Contra Costa	1,350,941	(1,075,499)	(148,729)	126,713		126,713
Marin	498,296	(502,218)	3,133	(789)		(789)
Napa	80,809	(123,960)	43,083	(68)		(68)
San Francisco	536,481	2,127,122	146,948	2,810,551		2,810,551
San Mateo	2,652,943	(2,169,130)	(187,741)	296,072		296,072
Santa Clara	5,029,580	0	183,823	5,213,403		5,213,403
Solano	805,283	(605,197)	(108,415)	91,671		91,671
Sonoma	2,063,567	(1,450,822)	8,233	620,978		620,978
MTC Mean-Based Discount Project	759,948	(46,750)	(11,860)	701,338		701,338
JARC Funding Restoration ⁷	550,842	(68,000)	0	482,842		482,842
Lifeline Reserve for Cycle 5	0	0	7,243,384	7,243,384	8,260,121	15,503,505
SUBTOTAL	14,796,815	(4,631,930)	7,494,362	17,659,245	8,260,121	25,919,366
MTC Regional Coordination Program⁸	17,650,156	(17,667,915)	6,894,202	6,876,444	7,598,638	14,475,082
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
GRAND TOTAL	\$39,621,518	(\$31,973,065)	\$26,001,993	\$33,650,444	\$28,624,767	\$62,275,210

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.
3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.
4. FY2017-18 STA revenue generation based on the \$293.8 million in the Governor's FY2017-18 State Budget.
5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenue funds in FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.
7. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
8. Committed to Clipper® and other MTC Customer Service projects.
9. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. Column G includes expected interest earned.

**SOLANO TRANSPORTATION AUTHORITY (STA)
STATE TRANSIT ASSISTANCE FUNDS (STAF) BALANCE SUMMARY**

STAF Regional Paratransit Committed Funds

CTSA/Mobility Plan Implementation

2011-12	\$	100,534
2012-13	\$	289,343
2013-14	\$	129,194
2014-15	\$	-
2015-16	\$	-
2016-17	\$	-
	\$	519,071

STAF Northern County Committed Funds

CTSA/Mobility Plan Implementation	\$	253,129
Vine 21	\$	173,190
Solano Express Bus Replacement	\$	4,264,536
	\$	4,690,855

Commitment by year is provided in Attachment D

Regional Paratransit STAF Fiscal Year 2017-18

July 2017 Estimate	\$	1,535,830
Committed Funds	\$	(519,071)
FY 2016-17 Allocation	\$	(525,000)
FY2015-16 Return	\$	193,809
Estimated Available for Programming	\$	685,568
Carryover	\$	411,816
FY 2017-18 Estimates	\$	269,489
Misc	\$	5,263
Estimated Available for Programming	\$	686,568

Northern County STAF Fiscal Year 2017-18

July 2017 Estimate	\$	7,532,530
Committed Funds	\$	(4,690,855)
FY 2016-17 Allocation	\$	(1,162,942)
FY2015-16 Return	\$	603,614
Estimated Available for Programming	\$	2,282,347
Carryover	\$	777,583
FY 2017-18 Estimates	\$	1,384,578
Misc	\$	120,186
Estimated Available for Programming	\$	2,282,347

REGIONAL PARATRANSIT STATE TRANSIT ASSISTANCE FUNDS (STAF)
Fiscal Year 2017-18 & FY 2018-19 Recommended Funding Priorities

	Regional Paratransit STAF FY 2016-17	Regional Paratransit STAF FY 2017-18	Regional Paratransit STAF FY 2018-19
Carryover	\$ 499,565	\$ 411,816	\$ 257,573
Estimated Amount Available	\$ 243,442	\$ 269,489	\$ 269,489
Misc		\$ 5,263	
Return	\$ 193,809		
Estimated Balance	\$ 936,816	\$ 686,568	\$ 527,062

	Board Approved Projects FY 2016-17	Recommended Funding FY 2017-18	Recommended Funding FY 2018-19
Recommended Priority Projects			
PCC	\$ 30,000	\$ 25,000	\$ 25,000
Senior & People w/Disabilities Committee	\$ 20,000	\$ 33,193	\$ 30,000
CTSA/Solano Mobility Plan Update	\$ 200,000	\$ 77,232	\$ 73,993
ADA In Person Eligibility	\$ 275,000	\$ 293,570	\$ 300,681
Total	\$ 525,000	\$ 428,995	\$ 429,674

Estimated Remaining Balance/Carryover \$ 411,816 \$ 257,573 \$ 97,388

NORTHERN COUNTY STATE TRANSIT ASSISTANCE FUNDS (STAF)

Fiscal Year 2017-18 & FY 2018-19 Recommended Funding Priorities

	Northern County STAF FY 2016-17	Northern County STAF FY 2017-18	Northern County STAF FY 2018-19
Carryover	\$ 80,691	\$ 777,583	\$ 380,578
Estimated Amount Available	\$ 1,256,220	\$ 1,384,578	\$ 1,384,578
Misc	\$ -	\$ 120,186	\$ -
Return	\$ 603,614	\$ -	\$ -
Estimated Balance	\$ 1,940,525	\$ 2,282,347	\$ 1,765,156

	Board Approved Projects FY 2016-17	Funding FY2017-18	Recommended for Funding FY2018-19
STA Board Priority Projects/Approved in Budget			
Transit Planning and Coordination	\$ 341,570	\$ 382,931	\$ 382,931
Solano Express Marketing	\$ 150,000	\$ 150,000	\$ 150,000
Transit Corridor/Transit Analysis/Implementation	\$ 162,034	\$ 136,249	\$ 183,749
CTSA/Solano Mobility Plan Update/Implementation	\$ -	\$ 60,874	\$ 63,040
Lifeline	\$ 15,000	\$ 16,000	\$ 16,000
Solano Mobility Call Center	\$ 116,332	\$ 209,279	\$ 177,717
Travel Training	\$ 15,000	\$ -	\$ 85,268
Expenditure Plan	\$ 25,000	\$ 25,000	\$ 25,000
Transit Coordination Implementation-Rio Vista, Vine, Clipper, App	\$ 269,880	\$ 219,155	\$ 206,155
Water Transit Study	\$ 52,866	\$ 40,000	\$ -
Rail Volution	\$ 15,000	\$ -	\$ -
Fairgrounds/Transit Facility Study (<i>TPI Swap for \$1 M</i>)	\$ -	\$ 37,000	\$ 1,000,000
MLIP Bus Stops -Capital (<i>TPI Swap \$333,719 + STAF \$60,281 = \$394,00</i>)	\$ -	\$ 394,000	
Phase Design Parking Structure Vallejo	\$ -	\$ 100,000	
New Items	\$ -	\$ -	\$ -
Project Sponsor Request	\$ -	\$ 165,000	\$ -
SolanoExpress Service Plan Implementation	\$ -	\$ 100,000	\$ 100,000
Stability for ADA Assessments & ITX Phase II	\$ -	\$ 100,000	\$ 100,000
SolanoExpress Ridership Survey	\$ -	\$ -	\$ 150,000
SolanoExpress Bus Replacement Phase II	\$ -	\$ 100,000	\$ 100,000
Total Recommended	\$ 1,162,682	\$ 2,235,488	\$ 2,739,860
Estimated Balance minus Total Recommended	\$ 777,843	\$ 46,859	\$ (974,704)
* <i>TPI Swaps</i> with STAF Bus Reserve	\$ -	\$ 333,719	\$ 1,000,000
Estimated Remaining Balance/Carryover	\$ 777,583	\$ 380,578	\$ 25,296

* \$1,333,719 is added back to estimated balance and subtracted from Bus Reserves (See Attachment E)

BUS REPLACEMENT FUNDING PLAN

STAF Northern County Committed Funds Update to Include Swaps

	2006-07	2007-08	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Total Committed Funds
CTSA/Mobility Management Program Coordination							\$ 153,129	\$ 100,000				\$ 253,129
Vine 21				\$ 240,000	\$ 92,690		\$ (30,000)	\$ (69,500)	\$ (30,000)	\$ (30,000)		\$ 173,190
Water Transit Study									\$ 60,973	\$ (60,973)		\$ -
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans							\$ 9,500	\$ (9,500)				\$ -
Solano Passenger Rail Plan							\$ 45,000	\$ (45,000)				\$ -
Water Transit Study								\$ 48,792	\$ (48,792)			\$ -
Benicia Transit Site Plan				\$ 25,000				\$ (25,000)				\$ -
SolTrans			\$ 1,925			\$ 7,000			\$ (8,925)			\$ -
Intercity Bus Replacement	\$ 1,000,000	\$ 100,000		\$ 500,000	\$ (500,000)	\$ 1,210,224	\$ 600,000	\$ 600,000	\$ 754,312		\$(1,333,719)	\$ 2,930,817
Total Committed Funds	\$ -	\$ -	\$ 1,925	\$ 265,000	\$ 92,690	\$ 7,000	\$ 177,629	\$ (208)	\$ (26,744)	\$ (90,973)	\$ -	\$ 3,357,136

Bus Reserve Accum. Balance	\$ 1,000,000	\$ 1,100,000	\$ 1,100,000	\$ 1,600,000	\$ 1,100,000	\$ 2,310,224	\$ 2,910,224	\$ 3,510,224	\$ 4,264,536	\$ 4,264,536	\$ 2,930,817
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STA Funding Commitment

STA Bus Replacement @ 24.9%	\$ 4,942,692
Board approved for the first six	\$ 581,467
Total Amount	\$ 5,524,159

STA SolanoExpress Funding Plan

STAF Bus Reserve Committed Funds	\$ 4,264,536
Prop 1B Swap with Fairfield	\$ 1,259,623
Total Amount	\$ 5,524,159

Revised STA Funding Plan

TPI Swap w/ STAF Bus Reserve for Bus Stop Improvements (Mar 2017)	\$ 333,719
TPI Swap w/ STA Bus Reserve for Fairground Project (Jun 2017)	\$ 1,000,000
STAF Bus Reserve Committed Funds	\$ 2,930,817
Prop 1B Swap with Fairfield	\$ 1,259,623
	\$ 5,524,159

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DATE: September 13, 2017
TO: STA TAC
FROM: Mary Pryor, NWC Partners Consultant
RE: Updated Intercity Bus Replacement Capital Plan

Background:

In 2013, the Intercity Transit Funding Working Group met and jointly developed a Plan for funding intercity bus replacements. The Plan was approved by the STA Board on March 13, 2013. Under this Plan, the STA would provide 20% of the funding, 20% of the funding would be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

On January 14, 2015, the STA Board approved an updated funding Plan based on input from the Consortium members. The January 2015 Plan included the assumption that the replacement vehicles will be CNG instead of hybrid diesel vehicles, included the identified funding from FAST and SolTrans, and included the purchase of ten vehicles in the next three years.

On January 13, 2016, the STA Board approved a second update to the funding Plan based on input from the Consortium members. Under the January 2016 Plan, the Fairfield and Suisun Transit (FAST) vehicles were assumed to be diesels, and the procurement of the Solano County Transit (SolTrans) buses (CNG) was accelerated. These changes reduced the overall cost of the program by approximately \$4.6 million from the January 2015 cost estimates. In addition, in comparison with the January 2015 Plan, the 2016 Plan included one additional vehicle for a total of 35 vehicles used for Solano Express service and funded by the Intercity funding agreement formula. Previously, the January 2015 Plan had included 34 Solano Express buses, plus one bus to be used for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) service and funded by SolTrans and/or WETA. The funding amounts were updated to include all of the funds committed by STA, increasing STA's percentage share to 23.5% and reducing the local agency share to 56.5%.

On May 10, 2017, the STA Board approved a third update to the funding Plan based on input from the Consortium members. The May 2017 Plan is provided as Attachment A. This Plan includes the further acceleration of the SolTrans vehicle procurements and the acceleration of 3 vehicles under the FAST procurement. These changes resulted in savings of approximately \$1 million. SolTrans was able to accelerate their procurements through the identification of \$9.3 million in Federal and local funds to complete the acquisition of sixteen vehicles in the near term. SolTrans' commitment to the replacement program is \$4,073,846. The May 2017 Plan includes local agencies reimbursing SolTrans with local funds under a five-year repayment term, as shown by the negative numbers from Fiscal Year (FY) 2018-19 to FY 2022-23 in Attachment A. The May 2017 Plan also included several funding swaps to incorporate additional Federal funds into the Plan and accelerate the use of Prop 1B funds.

Discussion:

Cost and Schedule

Since May 2017, several elements of the Plan's cost and schedule have changed. The draft revised Plan is included as Attachment B. These changes include the following:

- The FAST procurement schedule has been updated to reflect their current procurement Plans. FAST plans to place an order for 9 vehicles in FY 2017-18, and will order up to an additional 3 vehicles if their procurement partners (Yuba-Sutter Transit and El Dorado Transit) do not maximize the total number of vehicles allowed under their joint procurement. FAST's vehicle procurement is planned for consideration by the Fairfield City Council at their October 3, 2017 meeting.
- The pricing for the FAST vehicles has been updated to reflect the procurement pricing of \$646,000 per vehicle. In combination with changes to escalation based on the updated schedule, the new prices result in approximately \$84,000 in savings from the May 2017 Plan.

Funding Shares

The funding Plan has also been updated. In 2013 and 2015, the planned funding shares had been 60% from local agencies, 20% from STA, and 20% from MTC. In the 2016 Plan, STA agreed to pass its portion of the cost-reduction savings on to the local agencies and maintain its January 2015 committed funding amount of \$4,942,692.

Since the adoption of the May 2017 Plan, STA has entered into a funding agreement with Dixon and Solano County that establishes their exact contributions to the program based on the May 2017 Plan. Given that the contributions from some local partners have been finalized, the current Plan maintains the local funding commitments at the amounts shown in the May 2017 Plan. The \$84,000 in savings has been applied to the uncommitted MTC/Other share.

Under the currently proposed Plan, STA's new share is 24.9% of the program. The local funding share under the current Plan would be 55.4%. STA is working with MTC to secure 19.7% of the cost from regional sources.

Funding Swaps

STA has requested Federal STP/CMAQ funds through MTC's Transit Performance Initiative (TPI) program for the FAST bus procurement as part of a swap with STAF for bus stop improvements at SR 37/Fairgrounds and Fairfield and Vacaville Solano Community College locations. The TPI funds in the amounts of \$333,719 for the Community College bus stop improvements and \$1,000,000 for the SR 37/Fairgrounds project will reduce STA's commitment of an equal amount of STAF to the replacement Plan. These Federal funds would be used for the near-term FAST procurement. The inclusion of these funds necessitates a change in how Vacaville's contribution would be used. The May 2017 Plan had indicated that all of Vacaville's commitment would be used for the near-term FAST procurement. Under the current Plan, Vacaville's contributions would fund the near- and longer-term FAST procurements and the SolTrans repayment.

MTC has recently approved the reprogramming of \$2,360,208 in the Prop 1B population base funds that SolTrans holds for the FAST procurement. In the swap arrangement, SolTrans would spend the Prop 1B funds on a different project, SolTrans would replace the full amount of Prop 1B funds with TDA, and FAST would subsequently replace approximately \$700,000 of the TDA with FTA 5307 funds. This swap would have the benefits of spending the Prop 1B funds sooner and consolidating FAST's Federal funds within the vehicle procurement.

Funding

STA has requested information from each of the Consortium members regarding the status of funding their commitments. Attachment C provides details of the commitments by agency as of September 2017, summarized as follows:

- Dixon: \$230,551 has been allocated for bus replacement as part of a Federal 5311 swap with TDA funds.
- Solano County: \$65,511 has been allocated for the bus replacement as part of Federal 5311 swap with TDA funds.
- FAST: FAST has identified \$2,413,530 in FTA 5339 funds for the full replacement program. Of this, approximately \$1.3 million in FTA 5339 awarded or pending grants will complete the acquisition of six vehicles in the near term. The remaining \$1.1 million is planned in MTC's Transit Capital Priorities (TCP) Plan. FAST may use TDA funds in lieu of the FTA 5339 funds if necessary.
- SolTrans: SolTrans has identified \$9.3 million in Federal and local funds to complete the acquisition of sixteen vehicles in the near term. These sources include primarily FTA 5307 and FTA 5339 funds. SolTrans' commitment to the replacement program is \$4,073,846. SolTrans will be reimbursed with local funds over a five-year repayment term, as shown by the negative numbers from FY 2018-19 to FY 2022-23 in Attachment B.
- Vacaville: Commitment met with TDA funds.
- STA: STA has currently programmed \$3,683,069 in STAF and \$1,259,623 in Fairfield loan repayment funds, totaling STA's recommended commitment of \$4,942,692.
- MTC or Other: STA has requested the 19.7% share from MTC, but has not yet received a commitment. Discussions with MTC are underway.

STA will continue to work with the Consortium members to secure the funding for the intercity bus replacement Plan, including the recommended reimbursement of SolTrans.

Funding Agreements

As noted previously, STA has entered into a funding agreement with the City of Dixon and Solano County for their contributions to the vehicle replacement Plan. Vacaville staff intends to bring the funding agreement to the Vacaville City Council following STA Board's approval of the updated Plan on October 11th. STA staff will next assist with the development of funding agreements with FAST and SolTrans to ensure that the near-term procurements are fully funded and that the necessary local matching funds are provided. The mechanics of the fund transfers will depend on the funding source; some transfers will be based on reimbursement requests, while other transfers may be included in the annual TDA funding matrix. The agreements will also cover the reimbursements to SolTrans for the excess Federal funding they have identified, as described above.

Fiscal Impact:

None to the STA. The funding provided by STA in the Intercity Bus Replacement Funding Plan as specified in Attachment B has previously been approved by the STA Board as part of previous programs of STAF funds. The \$1,000,000 TPI/STAF fund swap results in no net change to the STA's budgeted costs or funding.

Recommendation:

Forward a recommendation to the STA Board for approval of the updated Intercity Bus Replacement Funding Plan as shown in Attachment C.

Attachments:

- A. Intercity Bus Replacement Funding Plan Approved by STA Board May 10, 2017
- B. Proposed Intercity Bus Replacement Funding Plan dated September 12, 2017
- C. Agency Funding Status for Intercity Bus Replacement Funding Plan as of October 2017

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners April 28, 2017; Approved by STA May 10, 2017

**Based on Interim Funding Plan
Scenario 2A: All Buses Replaced by FY 22-23, 55.2% Funding by Locals Using Intercity Funding Agreement Formula**

Year of Replacement ^b	FY 14-15	Funded	Funded ^a	Funded ^a	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
		FY 15-16	FY 16-17	FY 16-17							
Total Buses to be Replaced	0	6	6	6	4	6	0	0	5	2	35
FAST: All Diesel	0	0	0	6	0	6			5	2	19
SolTrans: All CNG	0	6	6		4						16
Unit Cost -- 45 ft Over-the-Road Diesel ^c		\$ 637,000		\$ 645,000	\$ 653,000	\$ 661,000	\$ 669,000	\$ 689,070	\$ 709,742	\$ 731,034	
Unit Cost -- 45 ft CNG ^d		\$ 798,531	\$ 800,844		\$ 811,269	\$ 835,607	\$ 860,675	\$ 886,495	\$ 913,090	\$ 940,483	
Vehicle Cost	\$ -	\$ 4,791,186	\$ 4,805,062	\$ 3,870,000	\$ 3,245,075	\$ 3,966,000	\$ -	\$ -	\$ 3,548,711	\$ 1,462,069	\$ 25,688,102
Funding											
Near Term: STA Commitments											
Federal Earmarks		\$ 1,260,000									\$ 1,260,000
Prop 1B Lifeline + Interest		\$ 475,937	\$ 528,247								\$ 1,004,184
Prop 1B Pop Base + Interest		\$ 547,224		\$ 2,381,151							\$ 2,928,375
STAF				\$ 247,748							\$ 247,748
Transit Performance Initiative ^a				\$ 333,719							\$ 333,719
Funding Share Commitments											
24.8% Funding from STA ^e			\$ 196,000		\$ 485,000	\$ 150,639	\$ 850,405	\$ 1,055,014	\$ 946,012		\$ 3,683,069
Fairfield Train Station Loan Repayment ^f						\$ 1,055,014	\$ 204,609				\$ 1,259,623
20% Funding from MTC or Other ^g -- Proposed									\$ 2,953,871	\$ 1,028,945	\$ 3,982,816
55.2% Funding by Locals											
Dixon 1.8%						\$ 230,551				\$ 121,861	\$ 352,412
FAST ^h 22.3%				\$ 1,307,272		\$ 1,106,258			\$ 703,842	\$ 1,331,649	\$ 4,449,021
SolTrans ⁱ 20.5%		\$ 2,508,025	\$ 4,080,815		\$ 2,760,075	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ 4,073,846
Vacaville 10.1%						\$ 2,013,150					\$ 2,013,150
Unincorporated County 0.5%						\$ 65,511				\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ -	\$ 4,791,186	\$ 4,805,062	\$ 4,269,890	\$ 3,245,075	\$ 3,566,110	\$ 0	\$ (0)	\$ 3,548,711	\$ 1,462,069	\$ 25,688,102
Annual Balance	\$ -	\$ -	\$ -	\$ 399,890	\$ -	\$ (399,890)	\$ 0	\$ (0)	\$ 0	\$ 0	\$ 0
Cumulative Balance	\$ -	\$ -	\$ -	\$ 399,890	\$ 399,890	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 0	
Train Station Loan Funding Plan^g											
STA Loan of Prop 1B	\$ 1,259,623										\$ 1,259,623
Fairfield Loan Repayment		\$ 314,906	\$ 314,906		\$ 314,906	\$ 314,906					\$ 1,259,623
Cumulative Loan Balance	\$ 1,259,623	\$ 944,717	\$ 629,812		\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -	

Notes
Blue revenues identified for FAST procurement; orange for SolTrans procurement or repayment.

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013. In March 2017, STA requested Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held for FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. Diesel Vehicle price from MTC's FY16-17 to FY19-20 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after FY19-20.
- d. CNG Vehicle prices from SolTrans procurement, with 3% annual escalation after FY17-18. FY 16-17 price includes 4 vehicles at \$799,783 and two vehicles at \$802,965.
- e. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- f. STA has loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet replacement.
- g. Proposed MTC or other funding.
- h. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- i. SolTrans has identified Federal and local funding to complete purchase of 16 vehicles, which exceed their share of the overall funding. Other funding agencies to reimburse SolTrans with local funds. Repayment shown as negative amounts, repaid over five years.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners April 28, 2017; Approved by STA May 10, 2017

Attachment A

Page 2 of 2

	Phase 1: SolTrans	Phase 2: FAST	Phase 3: Longer Term FAST	SolTrans Repayment	Total
Total Buses to be Replaced					
FAST: All Diesel		12	7		19
SolTrans: All CNG	16				16
Vehicle Cost	\$ 12,841,323	\$ 7,836,000	\$ 5,010,779		\$ 25,688,102
Funding					
Near Term: STA Commitments					
Federal Earmarks	\$ 1,260,000				\$ 1,260,000
Prop 1B Lifeline	\$ 1,004,184				\$ 1,004,184
Prop 1B Pop Base	\$ 547,224	\$ 2,381,151			\$ 2,928,375
STAF		\$ 247,748			\$ 247,748
Transit Performance Initiative a		\$ 333,719			\$ 333,719
Funding Share Commitments					
24.8% Funding from STAE	\$ 681,000	\$ 150,639	\$ 946,012	\$ 1,905,419	\$ 3,683,069
Fairfield Train Station Loan Repayment ^b				\$ 1,259,623	\$ 1,259,623
20% Funding from MTC ^h -- Proposed			\$ 2,029,276	\$ 1,953,538	\$ 3,982,814
55.2% Funding by Locals					\$ -
Dixon		\$ 230,551		\$ 121,861	\$ 352,412
FAST ⁱ		\$ 2,413,530	\$ 2,035,491		\$ 4,449,021
SolTrans ^j	\$ 9,348,915			\$ (5,275,069)	\$ 4,073,846
Vacaville		\$ 2,013,150			\$ 2,013,150
Unincorporated County		\$ 65,511		\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ 12,841,323	\$ 7,836,000	\$ 5,010,779	\$ 0	\$ 25,688,102
Balance	\$ -	\$ (0)	\$ (0)	\$ 0	\$ (0)

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners September 12, 2017

DRAFT

Based on Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 55.2% Funding by Locals Using Intercity Funding Agreement Formula

Year of Replacement ^b	FY 14-15	Funded	Funded ^a	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
		FY 15-16	FY 16-17							
Total Buses to be Replaced	0	6	6	13	3	0	0	5	2	35
FAST: All Diesel	0	0	0	9	3			5	2	19
SolTrans: All CNG	0	6	6	4						16
Unit Cost -- 45 ft Over-the-Road Diesel ^c		\$ 637,000	\$ 645,000	\$ 646,000	\$ 646,000	\$ 669,000	\$ 689,070	\$ 709,742	\$ 731,034	
Unit Cost -- 45 ft CNG ^d		\$ 798,531	\$ 800,844	\$ 811,269	\$ 835,607	\$ 860,675	\$ 886,495	\$ 913,090	\$ 940,483	
Vehicle Cost	\$ -	\$ 4,791,186	\$ 4,805,062	\$ 9,059,075	\$ 1,938,000	\$ -	\$ -	\$ 3,548,711	\$ 1,462,069	\$ 25,604,102
Funding										
Near Term: STA Commitments										
Federal Earmarks		\$ 1,260,000								\$ 1,260,000
Prop 1B Lifeline + Interest		\$ 475,937	\$ 528,247							\$ 1,004,184
Prop 1B Pop Base + Interest Swapped for TDA		\$ 547,224	\$ 2,381,151							\$ 2,928,375
STAF			\$ 581,467							\$ 581,467
										\$ -
Funding Share Commitments										
24.9% Funding from STA ^e			\$ 681,000	\$ 333,719	\$ 1,000,000	\$ 613,336	\$ 1,055,014			\$ 3,683,069
Fairfield Train Station Loan Repayment ^f					\$ 1,055,014	\$ 204,609				\$ 1,259,623
19.7% Funding from MTC or Other ^g -- Proposed								\$ 2,869,871	\$ 1,028,945	\$ 3,898,816
55.4% Funding by Locals										
Dixon 1.8%				\$ 38,622	\$ 191,929				\$ 121,861	\$ 352,412
FAST ^h 22.4%			\$ 1,307,272	\$ 1,106,258				\$ 787,842	\$ 1,247,649	\$ 4,449,021
SolTrans ⁱ 20.5%		\$ 2,508,025	\$ 4,080,815	\$ 2,760,075	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ 4,073,846
Vacaville 10.2%					\$ 746,071	\$ 237,068		\$ 946,011	\$ 84,000	\$ 2,013,150
Unincorporated County 0.5%				\$ 65,511					\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ -	\$ 4,791,186	\$ 9,559,952	\$ 4,304,185	\$ 1,938,000	\$ (0)	\$ 0	\$ 3,548,710	\$ 1,462,069	\$ 25,604,102
Annual Balance	\$ -	\$ -	\$ 4,754,890	\$ (4,754,890)	\$ 0	\$ (0)	\$ 0	\$ (0)	\$ 0	\$ 0
Cumulative Balance	\$ -	\$ -	\$ 4,754,890	\$ -	\$ 0	\$ (0)	\$ 0	\$ 0	\$ 0	\$ 0
Train Station Loan Funding Plan^g										
STA Loan of Prop 1B	\$ 1,259,623									\$ 1,259,623
Fairfield Loan Repayment		\$ 314,906	\$ 314,906	\$ 314,906	\$ 314,906					\$ 1,259,623
Cumulative Loan Balance	\$ 1,259,623	\$ 944,717	\$ 629,812	\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes

Blue revenues identified for FAST procurement; orange for SolTrans procurement or repayment.

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held for FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. Diesel Vehicle price in FY17-18 and FY18-19 from FAST procurement, from MTC's FY19-20 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after
- d. CNG Vehicle prices from SolTrans procurement, with 3% annual escalation after FY17-18. FY 16-17 price includes 4 vehicles at \$799,783 and two vehicles at \$802,965.
- e. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project.
- f. STA has loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet replacement.
- g. Proposed MTC or other funding.
- h. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- i. SolTrans has identified Federal and local funding to complete purchase of 16 vehicles, which exceed their share of the overall funding. Other funding agencies to reimburse SolTrans with local funds. Repayment shown as negative amounts, repaid over five years.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners September 12, 2017

DRAFT

Attachment B

Page 2 of 2

	Phase 1: SolTrans	Phase 2: FAST	Phase 3: Longer Term FAST	SolTrans Repayment	Total
Total Buses to be Replaced					
<i>FAST: All Diesel</i>		12	7		19
<i>SolTrans: All CNG</i>	16				16
Vehicle Cost	\$ 12,841,323	\$ 7,752,000	\$ 5,010,779		\$ 25,604,102
Funding					
Near Term: STA Commitments					
Federal Earmarks	\$ 1,260,000				\$ 1,260,000
Prop 1B Lifeline	\$ 1,004,184				\$ 1,004,184
Prop 1B Pop Base Swapped for TDA	\$ 547,224	\$ 2,381,151			\$ 2,928,375
STAF		\$ 581,467			\$ 581,467
					-
Funding Share Commitments					
24.9% Funding from STA	\$ 681,000	\$ 1,333,719	\$ -	\$ 1,668,350	\$ 3,683,069
Fairfield Train Station Loan Repayment				\$ 1,259,623	\$ 1,259,623
19.7% Funding from MTC -- Proposed			\$ 1,945,277	\$ 1,953,538	\$ 3,898,816
55.4% Funding by Locals					\$ -
Dixon		\$ 230,551		\$ 121,861	\$ 352,412
FAST		\$ 2,413,530	\$ 2,035,491		\$ 4,449,021
SolTrans	\$ 9,348,915			\$ (5,275,069)	\$ 4,073,846
Vacaville		\$ 746,071	\$ 1,030,011	\$ 237,068	\$ 2,013,150
Unincorporated County		\$ 65,511		\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ 12,841,323	\$ 7,752,000	\$ 5,010,779	\$ 0	\$ 25,604,102
Balance	\$ -	\$ -	\$ -	\$ 0	\$ 0

Solano County Intercity Bus Fleet Replacement Funding Status

Attachment C

DRAFT

Identified Funding as of September 2017

	Dixon	County	FAST	SolTrans	Vacaville	STA	MTC or Other	Total
Funding Need	\$ 352,412	\$ 100,139	\$ 4,449,021	\$ 4,073,846	\$ 2,013,150	\$ 4,942,692	\$ 3,898,816	\$ 19,830,076
Identified Funding								
Fairfield Loan Repayment ^a						\$ 1,259,623		\$ 1,259,623
TDA					\$ 2,013,150			\$ 2,013,150
STAF						\$ 2,349,350		\$ 2,349,350
Transit Performance Initiative ^b						\$ 1,333,719		\$ 1,333,719
FTA 5307 ^c (awarded/pending)				\$ 3,828,114				\$ 3,828,114
FTA 5307 (planned per TCP)				\$ 3,240,458				\$ 3,240,458
FTA 5309 Earmark				\$ 30,598				\$ 30,598
TDA swapped for FTA 5311 ^d	\$ 322,212	\$ 91,558						\$ 413,770
FTA 5339 ^e (awarded/pending)			\$ 1,307,272	\$ 1,124,817				\$ 2,432,089
FTA 5339 (planned per TCP)			\$ 1,106,258	\$ 736,414				\$ 1,842,672
Auction Proceeds				\$ 58,381				\$ 58,381
AB 664 (estimate)				\$ 330,133				\$ 330,133
								\$ -
Total Identified Funding	\$ 322,212	\$ 91,558	\$ 2,413,530	\$ 9,348,915	\$ 2,013,150	\$ 4,942,692	\$ -	\$ 19,132,057
Balance to be Funded	\$ 30,200	\$ 8,581	\$ 2,035,491	\$ (5,275,069)	\$ -	\$ -	\$ 3,898,816	\$ 698,019
Proposed Sources	Dixon^f	County^f	FAST	SolTrans^g	Vacaville	STA	MTC or Other^h	
	FTA 5311 swap	FTA 5311 swap	TDA replaced with Federal funds as grants become available					

Notes:

- a. Fairfield Loan Repayment sources are Fairfield's AB1600 (1/3) and Northeast TIF funding (2/3).
- b. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project.
- c. SolTrans FTA 5307 includes \$416,385 for FY13 and \$975,000 in FY14, obligated in August 2015; additional SolTrans FTA 5307 for FY16, FY17, and FY18 from pending grants and pending TIP approvals.
- d. Dixon & County funds swap FTA 5311 with TDA. County's identified funds to flow through Dixon. Includes revised FY 2016 & FY 2017 amounts and FY18 amount as of May 24, 2017.
- e. SolTrans FTA 5339 includes \$767,581 for FY13 & FY14 request and \$357,236 FY16/17/18 request pending approval.
- f. STA assisting Dixon and County in identifying sources to meet obligation.
- g. SolTrans has identified Federal and local funds through FY18 to fund their bus purchases. These identified funds exceed their commitment to the replacement program. The other partner agencies could meet their commitment through providing local funds to SolTrans as reimbursement of the excess funds provided by SolTrans.
- h. Potential sources could include Federal, bridge toll, cap & trade, or other funds. 37

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DATE: September 13, 2017
TO: STA TAC
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17

Background:

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

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

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

Discussion:

Countywide In-Person ADA Eligibility Program Update

Between July 2016 and June 2017, CARE Evaluators scheduled 1,917 ADA eligibility interviews and conducted 1227. There were minor increases in completed applications (4%) and cancellations (2%). There was a decrease of 19 no-shows (-8%) from FY 15-16. The incompleteness rate increased this year by 1%.

There were 820 new certifications between July 2016 and June 2017. This was a decrease of 13% from the 950 new certifications last fiscal year. The number of applicants seeking recertification increased to 319, which is a 36% increase over last year.

FY 2016-17 was the first year that applicants with auto-renewal eligibility determinations from FY 2013-14 original approvals could auto-renew. Of the 239 eligible applicants from FY 2013-14, 88 (37%) auto-renewed. This resulted in a program savings of \$12,387 (cost of assessment \$161.16 and cost of auto renewal \$20.40).

Of the 1227 completed assessments, 1,046 (85%) were given unrestricted eligibility, 85 (7%) were given conditional eligibility, 20 (2%) were given trip-by-trip eligibility, 62 (5%) were given temporary eligibility and 14 (1%) were denied.

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, between July 1, 2016 and June 30, 2017, 53% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased (6%) from the previous year.

Many of the applicants who completed the in-person assessment presented more than one type of disability. The most common type of disability reported was a physical disability 1116 (64%) followed by cognitive disability 404 (23%) and visual disability 186 (11%). An auditory disability was the least commonly reported disability, with 51 (3%) of the total.

On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately 32 days. The longest amount of time applicants had to wait for an appointment was 71 business days. Between July 2016 and June 2017, 541 applicants waited more than 10 business days for their assessment. This number is in large part due to the holiday schedule that limited the number of days and times available for appointments. The goal is for applicants to receive an appointment within 10 business days of their phone call. STA staff is working with CARE and monitoring performance in order to ensure applicants are receiving their appointment in a more timely manner.

The average time between the applicant's assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 14 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy between July 2016 and June 2017. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract

STA has contracted with Nelson-Nygaard Consulting Associates to provide an objective in-depth analysis of the effectiveness of the current eligibility program, and recommendations for improvement of the process and implementing trip screening as a means of managing paratransit costs.

Recommendation:

Forward a recommendation to the STA Board to approve the Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17 as shown in Attachment A.

Attachment:

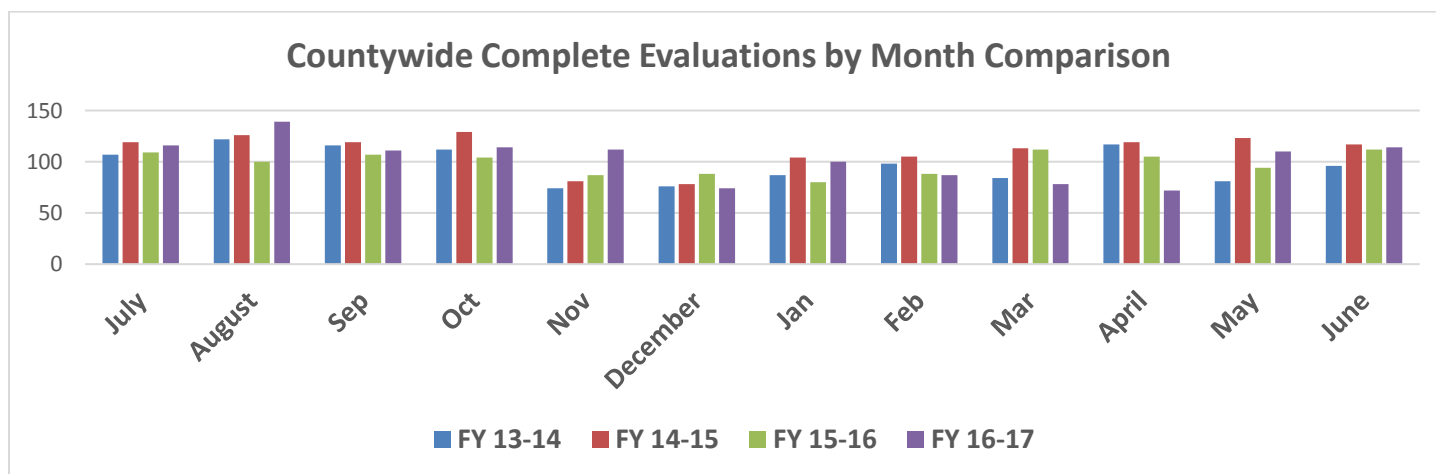
- A. Countywide In-Person ADA Eligibility Program FY 2016-17 Annual Report

Countywide In-Person ADA Eligibility Program FY 2016-2017 Year End Progress Report

Applicant Volume and Productivity by Location: CARE Evaluators completed 1227 evaluations in Solano County in July 1, 2016 – June 30, 2017. This were minor increases in completed applications and cancellations and a decrease of 19 no-shows (-8%) from FY 15-16. The incompleteness rate increased this year by 1%.

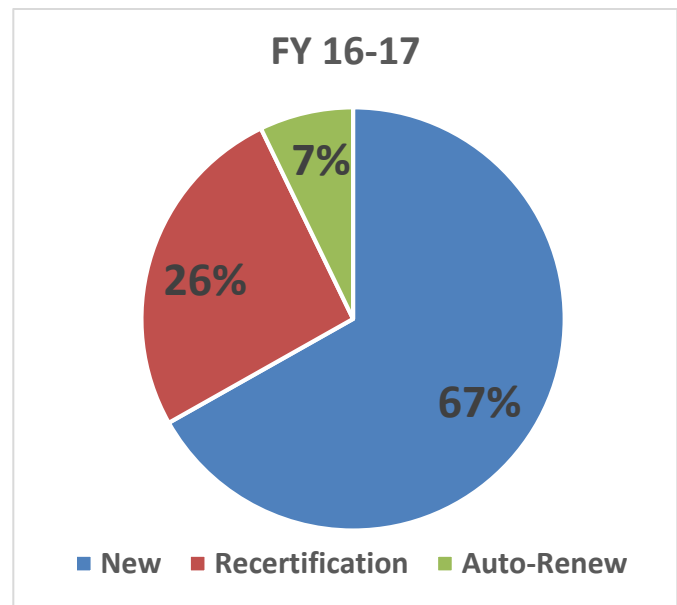
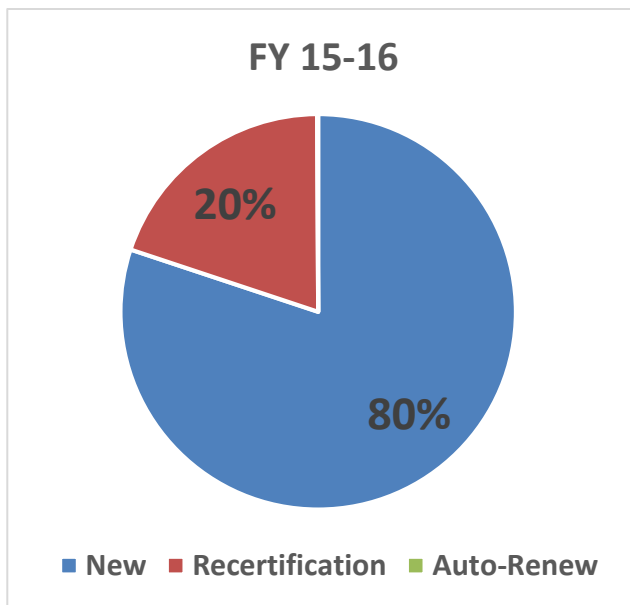
Applicant Volume and Productivity by Location FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Completed	43	449	12	450	273	1227
Cancellations	4	161	4	186	117	472
No-Shows	6	88	0	92	32	218
Incompletion Rate	19%	36%	25%	38%	35%	36%

Applicant Volume and Productivity by Location					
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	% Increase/Decrease Over Last 2 Years
Completed	1170	1333	1186	1227	4%
Cancellations	428	472	462	472	2%
No-Shows	91	192	237	218	-8%
Incompletion Rate	31%	33%	37%	36%	1%



New versus re-certification: FY 16-17 Year End reporting showed a decrease of new certifications with 820 - 13% less than the 950 applicants last year. 319 applicants were seeking recertification, which is a nearly 36% increase over the previous year and 88 were auto-renewed this fiscal year.

Countywide Eligibility Results by Application Type Comparison									
NEW					RECERTIFICATION				
Fiscal Year	FY13-14	FY14-15	FY15-16	FY 16-17	Fiscal Year	FY13-14	FY14-15	FY 15-16	FY16-17
Unrestricted	733	978	771	687	Unrestricted	154	147	202	271
Conditional	67	48	50	61	Conditional	14	4	14	24
Trip-by-trip	55	55	11	9	Trip-by-trip	4	4	1	11
Temporary	89	69	100	53	Temporary	9	5	16	9
Denied	36	22	18	10	Denied	9	1	2	4
TOTAL	980	1172	950	820	TOTAL	190	161	235	319



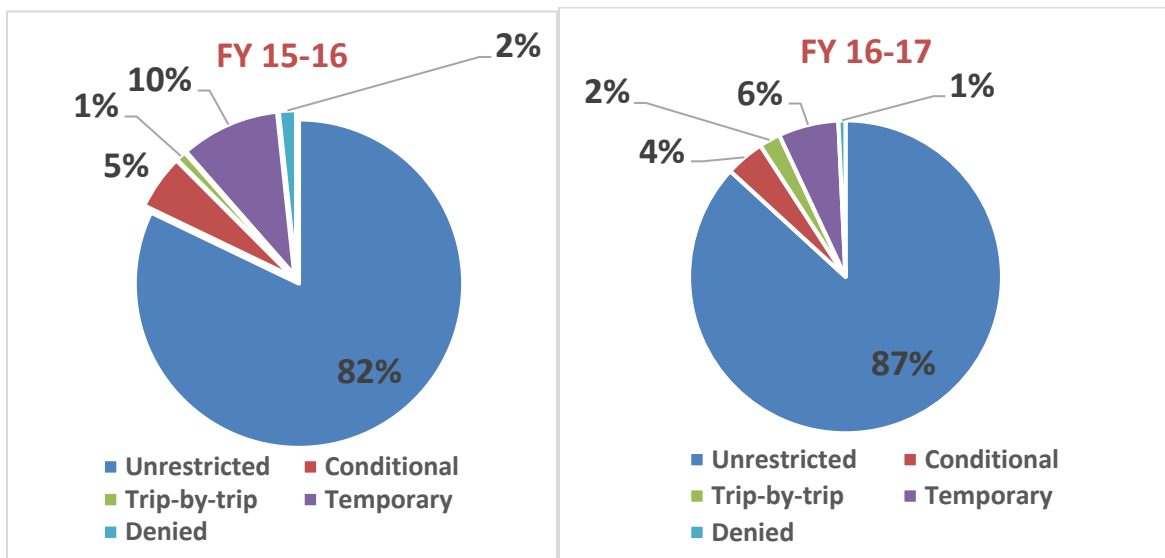
Auto-Renewals: In FY 13-14 STA took over the In-Person Eligibility Program and CARE Evaluators began Auto-Renewal eligibility determinations. Those individuals became eligible for the Auto-Renewal process beginning in FY 16-17. Of the 239 eligible for Auto-Renewal in FY 13-14, only 88 (37%) Auto-Renewed this past Fiscal Year.

Evaluation Year	Eligible for Auto Renewal	FY Eligible	Auto Renewed	% Auto Renewed vs. Eligible
FY 13-14	239	FY 16-17	88	37%
FY 14-15	501	FY 17-18		
FY 15-16	457	FY 18-19		
FY 16-17	474	FY 19-20		

Eligibility determinations: Of the 1227 completed assessments, 1046 (85%) were given unrestricted eligibility, 85 (7%) were given conditional eligibility, 20 (2%) were given trip-by-trip eligibility, 62 (5%) were given temporary eligibility and 14 (1%) were denied. The denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

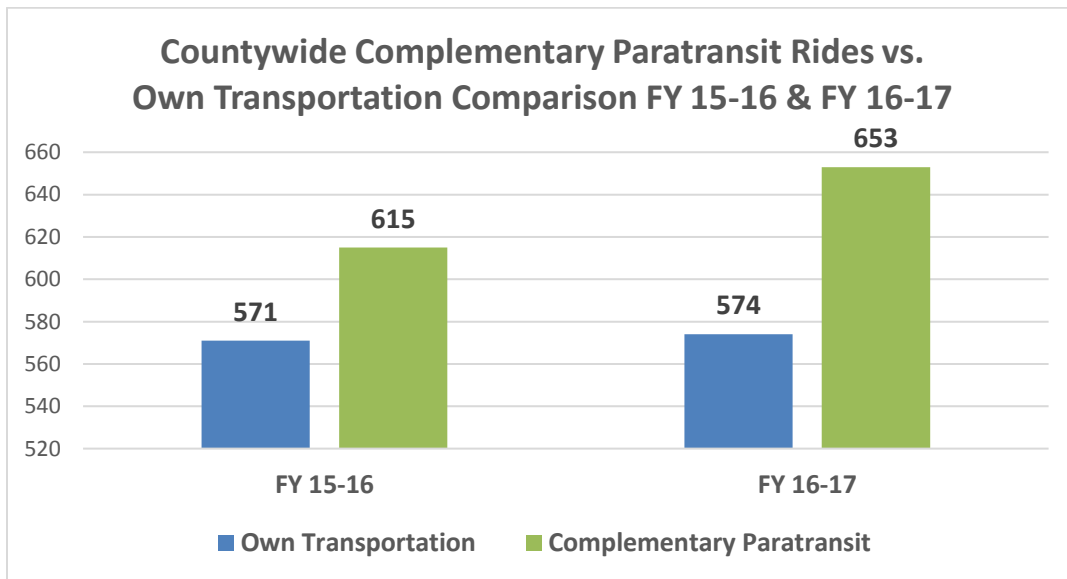
Eligibility Results by Service Area Year End FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Unrestricted	35	378	10	386	237	1046
Conditional	2	41	0	31	11	85
Trip-by-trip	1	6	0	7	6	20
Temporary	5	18	1	21	17	62
Denied	0	6	1	5	2	14
Totals	43	449	12	450	273	1227

Eligibility Results by Service Area Comparison				
	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Unrestricted	887	1125	974	1046
Conditional	79	52	64	85
Trip-by-trip	59	59	12	20
Temporary	98	73	116	62
Denied	45	23	20	14
Totals	1168	1332	1186	1227



Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, between July 1, 2016 and June 30, 2017, 53% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased (6%) from the previous year.

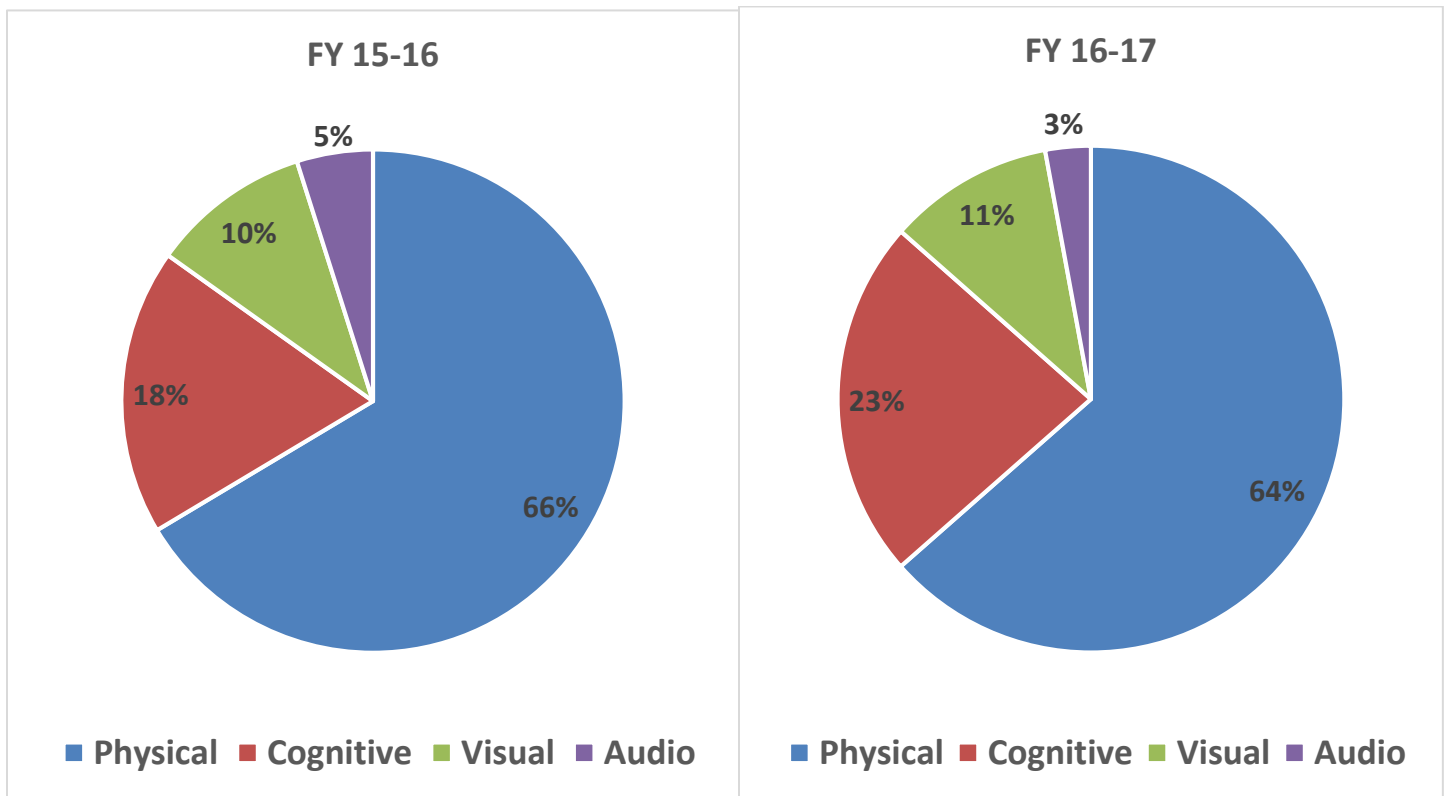
Complementary Paratransit						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Own Transportation	14	213	4	222	121	574
Complementary Paratransit	29	236	8	228	152	653
Paratransit %	67%	53%	67%	51%	56%	53%



Complementary Paratransit Comparison				
	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Own Transportation	551	598	571	574
Complementary Paratransit	669	735	615	653
Paratransit %	55%	55%	52%	53%

Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 1116 (64%) followed by cognitive disability 404 (23%) and visual disability 186 (11%). An auditory disability was the least commonly reported disability, with 51 (3%) of the total.

Disability Type Countywide and by Service Area FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Physical	32	410	5	424	245	1116
Cognitive	18	155	5	140	86	404
Visual	1	66	1	64	54	186
Audio	1	17	0	20	13	51
Totals	52	648	11	648	398	1757



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately 32 days. The longest amount of time applicants had to wait for an appointment was 71 business days. Between July 2016 and June 2017, 541 applicants waited more than 10 business days for their assessment. This number is in large part due to the holiday schedule that limited the number of days and times available for appointments. The goal is for applicants to receive an appointment within 10 business days of their phone call. STA staff will work with CARE and monitor performance in order to ensure applicants are receiving their appointment in a timely manner.

Time (Days) from Scheduling to Appointment						
	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide FY 16-17
Average for Period	10	8	6	15	7	32
Longest	36	21	24	54	71	71
Over 10 Business Days	39	106	4	339	52	541
% of Clients Past 10 Business Days	91%	24%	33%	75%	19%	44%

Time to receipt of eligibility determination letter: On average, the time between the applicant's assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 14 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation.

Time from Evaluation to Letter	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Average for Period	9	10	5	10	8	8
Longest	10	14	6	14	13	14
Over 21 Calendar Days	0	0	0	0	0	0
# of Clients Past 15 Days	0	14	1	47	8	70
% of Clients Past 15 Days	0%	3%	8%	10%	3%	6%
% of Clients Under 15 Days	0%	97%	0%	90%	97%	94%



DATE: September 20, 2017
TO: STA TAC
FROM: Ryan Dodge, Associate Planner
RE: Solano Countywide Water Transit Plan & Financial Feasibility Study Funding Agreement Between the Solano Transportation Authority (STA) and the Water Emergency Transportation Authority (WETA) for Ridership Demand Services

Background:

The Solano Transportation Authority (STA) released a Request for Proposals (RFP) on September 8, 2017 expressing an interest in contracting with a consultant. The potential consultant would conduct and coordinate specified tasks related to the Solano Countywide Water Transit Plan & Financial Feasibility Study (Plan/Study).

The purpose of the Plan/Study is to help STA understand potential water transit options in order to assess feasible locations, origin-destinations with sufficient ridership demand, and the potential for waterways to handle various types of vessels/vehicles. The primary tool in assessing ridership demand is to use a travel demand model.

Discussion

While STA has an activity-based model (the Solano-Napa Activity-Based Model, or SNABM), WETA has an interest in using the San Francisco Chained Activity Modeling Process (SF-CHAMP), administered by the San Francisco County Transportation Authority (SFCTA) for this Plan/Study.

STA staff conferred with STA's on-call modeler to determine that both models are comparable for this task. WETA will pay the cost of modeling for this Plan/Study if the SF-CHAMP is used so as to assess the model's capabilities for other plans or studies throughout the San Francisco Bay Area region. STA would be responsible for paying the modeling costs if the SNABM was to be used for this Plan/Study. STA staff supports using the SF-CHAMP model for the modeling for this study.

WETA requested that STA and WETA enter into a funding agreement. WETA will directly pay SFCTA for the modeling work.

Fiscal Impact:

No impact to the STA budget. WETA is proposing to fund the use of the SF-CHAMP for the Solano Countywide Water Transit Plan and Financial Feasibility Study.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement for ridership demand modeling services paid for by WETA for the Solano Countywide Water Transit Plan & Financial Feasibility Study.

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DATE: September 14, 2017
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: One Bay Area Grant (OBAG) 2 Project Reprogramming

Background:

Every four to five years, federal cycle funds are available for distribution at the regional level. In the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) calls these federal cycle funds the One Bay Area Grant (OBAG). MTC has now set out policies and established funding amounts for the second cycle of OBAG called OBAG 2. This covers Fiscal Years (FYs) 2017-18 through 2021-22. Based on MTC’s criteria for distribution, population and housing production, STA was allocated a total \$21.17M over the next five years.

At its meeting on September 14, 2016, the STA Board programmed \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) funds to sustain and continue the Solano Safe Routes to School and Solano Mobility/Rideshare Programs, \$6.86 million in OBAG 2 Surface Transportation Program (STP) funds to fund STA’s planning, project delivery and fund programming efforts over the five year cycle.

At the May 10, 2017 STA Board meeting, \$4.64M in CMAQ funds were programmed for the following projects.

1. Benicia’s Park Rd Project, \$2,000,000
2. Vacaville’s I-505/Vaca Valley Pkwy Project, \$1,907,456
3. Fairfield’s Grange Middle School SR2S, \$260,000
4. STA’s SR2S Program, \$178,547
5. STA’s Mobility Call Center, \$300,000

In addition, \$5.9 million in STP funds was programmed for local road rehabilitation projects at local priority projects to the Cities and \$1.056 million FAS funds was programmed to the County. Finally, \$2.05 million in PCA funds was also programmed to the County for the Suisun Valley Phase 2 project.

Discussion:

The City of Suisun City recently requested that their STP allocation be reprogrammed to the Railroad Ave Repaving project. STA staff contacted MTC to confirm that this switch was still possible, as STA has already adopted their OBAG Cycle 2 programming strategy. MTC informed STA staff that Suisun may move their money to a new project, as long as it satisfies their STP and Priority Development Area (PDA) requirements.

Railroad Ave is located along the Suisun Downtown PDA and will qualify for providing “proximate access” to a PDA. If STA Board approves this reprogramming request, then the Railroad Ave Repaving project will be programmed for \$491,314 in FY 2018/19.

Fiscal Impact:

No direct impact to the STA's General Fund.

Recommendation:

Forward a recommendation to the STA Board to approve the reprogramming of Suisun City's STP shares in the amount of \$491,314 from Lotz Way to the Railroad Ave Repaving project.



DATE: September 19, 2017
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 2018 State Transportation Improvement Program (STIP) Programming

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2012 STIP programmed projects are shown in Attachment A. Solano County averages about \$10M per 2-year STIP cycle in population shares of STIP funds.

The 2016 STIP was historic (in that the STIP fund estimate was negative creating the need to de-program \$750M in programmed projects statewide, including \$6 million deprogrammed from Solano's Jepson Parkway project. The passage of Senate Bill 1 (SB 1) created stability to the STIP. While it isn't expected to increase the overall average historic shares to the county, it has restored traditional STIP funding.

Since early 2000, the STA has been programming a substantial amount of the county STIP shares to Jepson Parkway. In recent years, the California Transportation Commission (CTC) moved away from funding off system projects, like the Jepson Parkway, with STIP funds. The focus is now on system (highways) projects and interregional and regional transit projects, such as the Capitol Corridor. This move was evident in 2016-17 when the Jepson Parkway allocations were placed as the lowest priority by the Commission when the limited amount of funds were being allocated.

In addition to providing stability to the STIP, SB 1 also has two new major competitive grants categories, Solutions for Congested Corridors Program (\$250M annually) and the Trade Corridors Enhancement Program (\$300M annually). These two programs are ideal for Solano County's major priority highway projects. These projects include the I-80 Express Lanes, the I-80/I-680/State Route (SR) 12 Interchange and the I-80 Westbound Cordelia Truck Scales. However, both programs are expected to require matching funds, currently anticipated to be 30%.

On August 17, 2017, CTC adopted the 2018 STIP guidelines (Attachment A). For Solano County, the 2018 STIP Fund Estimate (Attachment B). Solano has a "Base" amount of \$7.167M. This "Base" amount is a minimum that will be available to Solano during the 2018 STIP horizon. Meaning, even if Los Angeles has a \$300M project (programming request in excess their county shares) and CTC uses other county's shares, this "Base" amount will still be available to Solano.

Solano also has \$2.774 M in Advanced Project Delivery Estimate (APDE) funds, which are funds that can be advanced from the 2020 STIP to conduct Preliminary Engineering (PE) phases on projects to get them “shovel ready.” The Unprogrammed Balance of \$11,198 is available to Solano. This is the \$5 M that was unallocated from Jepson Parkway and the \$6 M that was deprogrammed from the 2016 STIP. These amounts left unprogrammed from the 2016 STIP are available to be reprogrammed during the 2018 STIP. The Formula Distribution of \$12,404 is available to Solano, this is our normal 2018 STIP distribution. The Planning, Programming, and Monitoring (PPM) Share is \$477,000 for FYs 2020-21 through 2012-23.

At the August 2017 TAC Meeting, STA staff presented priorities for programming the \$22.657 M in 2018 STIP funding. Since that time, staff met with the City of Vacaville regarding the status of unfunded phase of the Jepson Parkway, the City of Fairfield regarding the potential for developing a funding package for the Train Station Building, and the City of Rio Vista regarding SR 12/Beck and also presented this priorities to the STA Board. The programming recommendations below are based on these discussions.

Discussion:

Investment Plan and Prior Commitments

STA staff is recommending \$6 M to the Jepson Parkway Project for Segment 3 in Fiscal Year (FY) 2020-21. With this additional funding, combined with \$3.3 M of STIP already programmed to this Segment, an additional \$1.41 M of Surface Transportation Program (STP) funds and matching funds from the City of Vacaville, this is expected to fully fund the gap between Elmira and Orange Dr. Following this programming by the CT in the Spring, the STA and City will amend the existing funding agreement to include this recommendation.

The I-80/I-680/State Route (SR) 12 Project remains a priority project for STA and Caltrans. Funding for the construction phase of the project is well suited for funding from SB 1 competitive grants categories. The next phase of this Project that needs to be made shovel ready, based on recent STA Board direction, this next project is the Phase 2A construction package (Attachment B). The overall project cost is estimated at \$76 M. The amount needed for design is estimated \$9 M. Staff will also seek to advance this funding to FY 2018-19, so design can begin as soon as possible and allow this project to be considered in the first round of programming for SB 1 grants.

Following discussion with the City of Fairfield regarding the development of a funding package for the Train Station Building, the City staff indicated that the Rail Station building was not the top priority at this time. Additionally the Jepson Parkway Segment 2B is not eligible to receive STIP funding as it is Federalized funds, which this re-aligned Segment is not eligible unless the City revalidates the environmental document. Therefore, no 2018 STIP is recommended for the City of Fairfield Jepson Pkwy or Train Station Projects.

Based on a recent meeting with the City of Vacaville, STA staff is recommending the \$6 million deprogrammed from the 2016 STIP be reprogrammed to the unfunded Vacaville segment of the Jepson Parkway. City of Vacaville is identifying the local match funding for this segment utilizing local impact fee and RTIF funds projected to be available to this project.

As stated in the staff report last month, SR 37 is a relatively new and evolving priority for the STA and the three other North Bay Counties. With the SR 37 Corridor Plan wrapping up in 2018, the next step will be funding of the Environmental Document for the priority segment. The direction from the STA Board staff is to get this project moving forward and to include the Mare Island Interchange as part of the first segment which is Segment B. While this next

Phase of the Project could cost up to \$30 M, staff is looking at the STIP to provide matching funds to get this effort initiated and to attract other funding partners. Staff is recommending \$5 M of STIP investment for the environmental document. This amount is envisioned to be combined with \$5 M SHOPP from Caltrans and \$5 M in SB 1 Trade Corridors funds. Staff will seek to advance this \$5 M to FY 2018-19 to get this effort started as soon as possible

Based in correspondence with Caltrans, the need for endowment funds for the Jameson Canyon mitigation may not be necessary at this time. Napa Valley Transportation Authority and the STA had been asked to contribute \$150,000 each for a total of \$300,000 towards the mitigation project cost estimated at \$3M. Prior to final programmed in approval from the STA Board staff will seek confirm if these funds are necessary.

The SR 12/Church Rd. Project has begun design with funding from both the City of Rio Vista and the STA's Regional Traffic Impact Fee funds. However, without investment from the STIP, funding for construction is problematic. Staff is recommending investing \$1.895 M of STIP funds to the construction phase, these funds are proposed to be combined with Highway Safety Improvement Program (HSIP) funds. These HSIP funds are a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Currently, MTC has not distributed its updated STIP Guidelines prior to the 2018 STIP Cycle. On September 19th, MTC staff presented a proposal to the nine Bay Area CMA Directors to condition the allocation of STIP funds based on local cities production of a percentage of its Regional Housing Needs Assessment (RHNA) target. This proposal was not yet been presented to the MTC Board.

STA staff is recommending programming \$762,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2020-21 through 2022-23. Of this funds, MTC will receive \$171,000.

2018 STIP Development Schedule

The following is a 2018 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

September 27, 2017	TAC recommends 2018 STIP project recommendations to STA Board
October 11, 2017	STA Board approves 2018 STIP Solano project recommendations to MTC
October 13, 2017	Deadline for CMAs to submit project listings to MTC
December 20, 2017	MTC approves 2018 Bay Area RTIP recommendations to CTC
March 21, 2018	CTC adopts 2018 STIP

Fiscal Impact:

In committing 2018 STIP PPM funds, STA will be continuing its commitment to facilitating planning, programming, and project monitoring activities in Solano County. The programming of Solano's STIP funds are at the discretion of the STA Board.

Recommendation:

Forward a recommendation to the STA Board to program the 2018 STIP as follows:

1. \$6 M to Construction Phase Segment 3 of the Jepson Pkwy Project for FY 2010-21 (City of Vacaville);
2. \$9 M to Plans, Specifications & Estimate Phase of the I-80/I-680/SR 12 Interchange Package 2A for FY 2018-19;
3. \$5 M to Project Approval/Environmental Document of the SR 37 Project/Mare Island Interchange Project for FY 2018-19;
4. \$1.895 M to Construction Phase of the SR 12/Church Rd. Project for FY 2020-21; and
5. \$762,000 to Planning, Programming, and Monitoring (PPM) activities for FYs 2020-21 through 2022-23.

Attachments:

- A. This attachment has been posted on STA's Website.
Click here for immediate review and printing: [CTC 2018 STIP Guidelines](#)
- B. MTC's 2018 STIP Fund Estimate County Targets, 8-04-2017
- C. I-80/I-680/SR 12 Interchange Construction Package 2A



DATE: September 15, 2017
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Caltrans Sustainable Communities Planning Grant Application

Background:

STA currently has separate countywide Bicycle, Pedestrian and Safe Routes to Transit plans. All three plans address Active Transportation. Active Transportation is bicycling and walking, rather than riding in a motorized vehicle.

The STA Board has authorized the update of these plans using \$ 250,000 of Transportation Development Act (TDA) Article 3 funds. STA staff intends to combine all three of the mentioned plans into a single Solano Active Transportation Plan, and to use a mix of STA staff time and consultant support to develop this Plan. Several cities have asked STA to help them develop local bicycle plans as a part of this process.

Discussion:

The current funding level of \$ 250,000 will allow STA to develop general information and principles for Active Transportation in Solano County and the Countywide Active Transportation Plan, but will not cover detailed inventory, GIS and planning work in individual jurisdictions. STA staff recommends to submit an application to Caltrans for a Sustainable Communities Transportation Planning grant.

Specifically, STA would work with the seven cities and the county, on an interested participant basis, to perform the following tasks:

- Take general principles of sources and destinations for Active Transportation trips and apply them to the jurisdiction in order to develop a detailed inventory of Active Transportation activity centers. At a minimum, the activity centers would include transit centers (both intercity transit and local transit) and Priority Development Areas.
- Develop a detailed plan for linking activity centers with context-appropriate Active Transportation facilities, and for providing appropriate support facilities such as bike lockers and destinations.
- Create a priority list for implementing improvements, with an emphasis on completing one start-to-finish Active Transportation connection before beginning another.

STA staff and its consultant would work with city/county staff to develop the work products. Public review and approval of the documents would be the responsibility of the participating agencies. The STA Board will approve the Countywide Plan and each participating city their respective Plan.

STA is recommending to submit for a \$350,000 Sustainable Communities Planning Grant, based upon the following estimated costs. These costs assume that potentially all 8 Solano local jurisdictions will participate in the process.

The program is awarding \$12.38 in grants during this cycle. A request for \$305,000 is within the guidelines, and appears to be a reasonable request for a suburban area such as Solano County. The Grant guidelines are provided as Attachment A.

Fiscal Impact:

If the grant is successful, STA's Planning budget would be increased by \$350,000. This would be included in the mid-year budget revision for Fiscal Year 2017-18 and would cover the cost for staff and consultants.

The Grant requires an 11.47% local match. The \$ 250,000 of TDA Article 3 funds and local staff time all count as local match.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit an application for a \$350,000 Caltrans Sustainable Communities Planning Grant to expand and update the Solano Active Transportation Plan.

Attachment:

For immediate review and printing, pls. click here:

- A. [Caltrans Sustainable Communities Planning Grant Guidelines](#)



DATE: September 15, 2017
TO: STA TAC
FROM: Cory Peterson, Planning Assistant
Anthony Adams, Project Manager
Lloyd Nadal, SR2S Program Administrator
RE: TDA Article 3 Funding Requests: Dixon SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match

Background:

The Transportation Development Act (TDA) is generated from a ¼ cent tax on retail sales throughout California. Two percent of the TDA funding generated (called TDA Article 3) is returned to each county in which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties, along with the assistance of each county's Congestion Management Agency (e.g. Solano Transportation Authority).

Discussion:

TDA Article 3 funding requests are reviewed by the Bicycle Advisory Committee (BAC), before coming before the TAC and STA Board. Three requests for funds for two separate projects are up for funding recommendations and are outlined below. On September 7, 2017, the BAC reviewed the three funding requests and voted to forward a recommendation to the TAC and STA Board to approve these funding requests.

Dixon SR2S OBAG Cycle 1 Project: Shortfall and Green Bike Lanes

The Countywide Safe Routes to School Plan (adopted in 2013) identified potential infrastructure improvements in the areas surrounding Tremont Elementary School and C.A. Jacobs Intermediate School in the City of Dixon. In 2012, STA allocated \$100,000 in One Bay Area Grant (OBAG) Cycle 1 funds towards these improvements, which included installing Class II bike lanes along Rehrmann Drive from N. Lincoln Street to Evans Road. Cost estimates were based on 2012 planning level estimates, which in 5 of the 6 previous SR2S capital projects, were lower than actual construction bids. Additionally, delays in the authorization of federal funds to the City of Dixon resulted in a higher than expected construction bid. The City of Dixon is requesting TDA Article 3 funds in the amount of \$51,448 to cover the shortfall.

During discussions with STA staff about funding options for their construction shortfall, the City of Dixon was approached with an offer to install green paint along the Class II bike lanes for this project. The cost of installing green paint along the entire length is cost prohibitive, therefore the alternative of installing it only at car/bicycle conflict points was explored. STA staff estimated that the cost to install green paint at all intersections along the proposed Rehrmann Drive Class II bike lanes to be approximately \$20,000. The City of Dixon is requesting this amount be allocated in TDA Article 3 funds to install the green paint.

The Bicycle Priority Project List for FY 2017-18 identifies enhanced bikeway infrastructure as a Tier I priority for projects on a case by case basis that are willing to go above and beyond the scope of work. One of the enhanced improvements identified is installing green paint in bike lanes. This would be an innovative improvement to help make the bike lanes more visible and increase safety at conflict turn areas. Green paint has been successfully installed in many cities across the Bay Area and is becoming more common as a safety tool for bicycle infrastructure. If approved, the City of Dixon would be the first in Solano County to install green paint in bike lanes. STA staff is supportive of this request from the City of Dixon.

SR2S ATP Cycle 2 Local Match

On October 28, 2015, the SR2S Program's application for Active Transportation Program (ATP) Cycle 2 was awarded \$3.067 million by MTC for a combined infrastructure and non-infrastructure SR2S project to provide infrastructure improvements at 7 schools and education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo. These infrastructure improvements are priority projects identified in the STA's Safe Routes to School Plan completed in 2013. \$2.667M from this grant will be allocated to STA to fund the SR2S infrastructure projects. The design and engineering for these projects is currently underway and construction is expected to commence in Summer 2018.

To supplement the outreach and effectiveness of the infrastructure portion, the STA's Safe Routes to School program received \$400,000 in non-infrastructure program funds through this grant in FY 2017-18. As part of the application for these funds, a local match of \$85,000 was programmed. These funds need to be approved by the Bicycle Advisory Committee (BAC) prior to an issuance of an RFP.

At their September 7, 2017 meeting, the BAC unanimously approved staff's recommendation.

Fiscal Impact:

There is approximately \$300,000 in TDA Article 3 funds available to be allocated for FY 2017-18. Approval would allocate \$71,448 to the Dixon SR2S OBAG Cycle 1 project, and \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match. This would leave approximately \$143,552 in TDA Article 3 funds left to program for this fiscal year. All unused funds roll over to the next year.

Recommendation:

Forward a recommendation to the STA Board:

1. Allocate the following allocation of TDA Article 3 funds:
2. \$51,448 to cover the shortfall of the City of Dixon SR2S OBAG Cycle 1 project;
3. \$20,000 to the City of Dixon SR2S OBAG Cycle 1 project to install green paint in the Class II bike lanes; and
4. \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match.

Attachments:

- A. Funding Request Letter from the City of Dixon

MAYOR THOM BOGUE
VICE MAYOR SCOTT PEDERSON
COUNCILMEMBER STEVE BIRD



COUNCILMEMBER TED HICKMAN
COUNCILMEMBER DEVON MINNEMA
CITY TREASURER WESLEY ATKINSON

August 31, 2017

Mr. Daryl K. Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: TDA Article 3 Funding Request
Dixon Safe Routes to School Improvement Project

Dear Daryl:

Solano Transportation Authority, in collaboration with member agencies, completed the Countywide Safe Routes to School Plan in 2013. The plan identified several potential route improvements in the areas of Tremont Elementary School and CA Jacobs Intermediate School within Dixon. STA allocated \$100,000 (\$90,000 construction contract and \$10,000 construction management) towards these projects as part of OneBayArea Grant Cycle 1.

Following award of the \$100,000 grant, federal funding authorizations were withheld for the project pending issues related to the Dixon Transit Center tenant lease agreement. The Transit Center tenant lease agreement has since been resolved. This delay resulted in the City not receiving federal funding authorization until May 2017 pushing the bid advertisement into the busy construction season. The City immediately advertised the project and received a single bid on August 27, 2017. The bid was received from FBD Vanguard Construction, Inc. in the amount of \$137,680. At that time, the City contemplated rejecting the bid and rebidding the project in anticipation of receiving additional bids. After careful consideration, City staff does not feel additional contractors will bid due to the fairly low cost of the project relative to associated federal contract requirements. Rebidding also poses a risk that the bid would be increased causing further funding shortfall.

The cost estimates prepared for the Countywide Safe Routes to School Plan were prepared in 2013. The estimates for several improvements in the Plan appear to have been low. In addition, the Construction Cost Index has increased 7.7% between January 2012 and April 2017 (ENR CCI August 24, 2017 SF Bay Area) further increasing the cost of the project.

City staff immediately discussed the funding shortfall with STA staff. It was mentioned that there is an opportunity to request additional funding using TDA Article 3 funds should the STA Bicycle Advisory Committee recommend funding for the project. At this time, the City of Dixon is requesting Solano Transportation Authority consider the allocation of an additional \$51,448 funding using TDA Article 3 funds. City staff also requests the issue be placed on the STA BAC agenda for the September 7th meeting with a recommendation from STA staff to

City of Dixon

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(707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489

approve the funding request. Dixon staff will be attending the meeting to present the project. Below is a summary of the project funding:

Funding Source	Account Number	Amount
OBAG – Federal Grant	460-000-461110-0000	\$100,000
*TDA Article 3 – Federal Grant	460-000-461110-0000	\$51,448
Local Match		\$22,956
Total		\$174,404

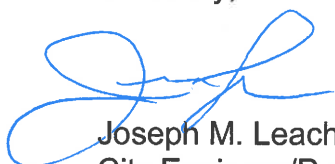
*- Requested TDA Article 3 funding to cover project shortfall.

The project cost is \$174,404 for the construction phase. This phase includes the \$137,680 contractor bid, construction management and contingency. The requested \$51,448 includes the \$47,680 bid overage and \$3,768 construction contingency. Based upon discussions with STA staff, the City awarded the contract to FBD Vanguard Construction, Inc. in anticipation of receiving the requested funding to cover the shortfall.

STA has also provided an opportunity to stripe green bike lanes as part of this project which includes the installation of several miles of bike lanes. The cost to install green bike lanes for the entire length is cost-prohibitive therefore one option is to install the green bike lanes at critical vehicle/bicycle locations near intersections. STA staff has indicated the cost for this installation would be approximately \$20,000. The City is requesting this additional funding for installation of the green bike lanes. As this installation will be the first green bike lane location within Solano County, the City is excited to be provided this opportunity.

Please contact me at (707) 678-7031, ext. 5305, or at jleach@ci.dixon.ca.us if you have any questions or require further information.

Sincerely,



Joseph M. Leach
City Engineer/Public Works Director



DATE: September 15, 2017
TO: STA TAC
FROM: Cory Peterson, Planning Assistant
RE: Bay Area Air Quality Management District (BAAQMD) Electric Vehicle Charge! Grant

Background:

The Bay Area Air Quality Management District (BAAQMD) administers the Transportation Funds for Clean Air (TFCA) revenues that are collected from a \$4 surcharge on all registered vehicles in the Bay Area. 60% of the revenues are allocated to the TFCA Regional Fund and are administered by BAAQMD through programs and competitive grants. The remaining 40% is allocated to the County Program Manager Fund, which is administered by each Congestion Management Agency (CMA) in the Bay Area, in conjunction with the BAAQMD. Eligible TFCA projects are those that help to reduce air pollution from motor vehicles. Southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, Vallejo, and the unincorporated areas of Solano County located within the boundaries of the BAAQMD. The Yolo-Solano Air Quality Management District provides similar funding (Clean Air Funds), through a different process for the remaining cities of Dixon, Rio Vista, Vacaville, and the unincorporated County within the boundaries of the Yolo-Solano Air Basin.

Discussion:

One of the competitive grants administered under the TFCA Regional Fund is the Charge! Program, an incentive program that helps to offset a portion of the cost of purchasing and installing new publicly available electric vehicle, or EV, charging stations within the Air District's jurisdiction. The goal of the program is to rapidly expand access to EV charging stations across the Bay Area. An initial allocation of \$5 million is available and awarded to qualifying projects on a first-come, first-served basis. The minimum grant application is \$10,000 and pays for approximately three dual-port Level 2 charging stations.

STA is currently implementing the Solano EV Transition Program, which is funded by a California Energy Commission grant and seeks to identify and eliminate barriers to the deployment of electric vehicles in Solano County. One of the barriers to be identified are sites around the county where additional EV charging stations need to be deployed. STA staff sees the Charge! Grant as an opportunity to support some of the goals of the Solano EV Transition Program by installing more charging stations around the county.

STA staff is proposing to work with the Cities of Fairfield, Suisun City, and Vallejo, as well as Fairfield-Suisun Transit (FAST) and SolTrans to apply for this grant and, if awarded, install the charging stations at five locations within these cities. Each of the five locations are proposed to

gain four additional Level 2 charging ports under this grant application. The locations are as follows:

- Fairfield Transportation Center
- Lotz Way Park and Ride in Suisun City
- Red Top Park and Ride in Fairfield
- Vallejo Ferry Terminal Parking Area
- Vallejo Transit Center

The Charge! Grant pays for up to 75% of the cost of purchasing and installing these electric vehicle charging stations, requiring a 25% local match from the grant applicant. STA is proposing to fund this local match with State Transit Assistance Funds (STAF) in the amount of \$15,000, pending STA Board approval. Should this option be approved, there would be no up-front costs to the cities. A matrix with cost estimates to purchase and install each of the proposed charging stations is shown in Attachment A. The proposed total amount requested in the grant will be \$45,000 to install 20 EV charging stations.

STA staff would submit the application for the grant on behalf of the agencies, then if awarded, help administer the funds and effort to purchase and install the charging stations. The deadline to apply for the grant is November 3, 2017. The request being put before the cities of Fairfield, Suisun City, and Vallejo is to assist in securing the proper permits for installation, then operating and maintaining the station once it opens. Costs to the city will be minimal and mainly limited to the cost of running power to the station.

Additionally, STA staff has identified a couple of other potential locations for EV charging stations that are not included in the application because they would not qualify for STAF funding. These locations, along with the associated costs, are outlined in Attachment A. Each of the identified jurisdictions would need to submit their own application. STA staff is prepared to assist the jurisdictions should they wish to pursue this grant opportunity on their own.

Fiscal Impact:

Approximately \$15,000 in State Transit Assistance Funds (STAF) is proposed to be utilized from STA to support the 25% local match, pending STA Board approval. Maintenance and operation of the stations is proposed to be handled by each of the cities.

Recommendation:

Forward a recommendation to the STA Board to authorize STA staff to apply for the Charge! Grant on behalf of the participating local agencies as specified for purchase and installation of EV Charging Stations.

Attachment:

- A. Proposed Grant Amount and Cost Estimates

BAAQMD Charge! Grant for Electric Vehicle Charging Stations

Transit Centers/Park & Rides (Eligible for STAF and included in STA proposed grant application)										
Location	City	*Parking Sp.	Current EVCS	Add'l Proposed	Equipment	Installation	Total Cost	STAF Utilized		
Vallejo Ferry Building	Vallejo	900	0	4	\$4,000	\$5,000	\$9,000	(Appx. 25% of grant)		
Vallejo Transit Center	Vallejo	1000	0	4	\$4,000	\$5,000	\$9,000			
Fairfield TC	Fairfield	640	2	4	\$4,000	\$5,000	\$9,000			
Lotz Way Park and Ride	Suisun City	306	2	4	\$4,000	\$5,000	\$9,000			
Red Top Park and Ride	Fairfield	214	0	4	\$4,000	\$5,000	\$9,000			
TOTAL			4	20	\$20,000	\$25,000	\$45,000	\$15,000 (**Pending approval)		
Other Locations (Not eligible for STAF) Individual jurisdictions should submit separate applications if interested								Local Match needed (approx.)		
Solano County Gov. Building		1,000	8	6	\$6,000	\$7,500	\$13,500	\$3,375		
City Halls/Community Centers/Libraries										

* Parking space counts are estimates

** STAF Funds are pending approval by the STA Board. Any unused funds will be returned.

*** All costs listed are estimates

EVCS = Electric Vehicle Charging Station

Equipment cost is based on Clipper Creek Model HCS-40 Level 2 Charger with pedestal for mounting

Other equipment options

ChargePoint: \$7,210 plus installation for Model CT4021 Dual Level 2 Charger

ChargePoint comes with more bells and whistles, but extra cost is significant

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DATE: September 18, 2017
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Monthly legislative updates provided by STA's State and Federal lobbyists are attached (Attachment A and B). An updated list of state bills of interest is available in the [Legislative Bill Matrix](#) online.

Discussion:

State Transportation Funding

Updates on the following are detailed in Attachment A:

- SB 1 ("Road Repair and Accountability Act of 2017" state transportation funding package) program development
- Initiative to repeal SB 1
- Cap and Trade program extension
- Amendments to RM3 legislation (SB 595 Attachment C), inclusion of 5 Solano projects

The following lists STA-supported bill status to date:

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

This bill would re-enact, until January 1, 2020, the California Department of Transportation's (Caltrans') authority to waive its 11th Amendment right to sovereign immunity from lawsuits brought in federal court thereby allowing Caltrans to continue assuming the role of the United States Department of Transportation (U.S. DOT) for National Environmental Policy Act (NEPA) decision making. STA Position: Support 2/8/17. Chaptered on March 29th.

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

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller's Office. STA Position: Support 5/10/17. Chaptered on July 21st.

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

This bill would authorize a Metropolitan Planning Organization or Regional Transportation Planning Agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. AB 1324 would benefit counties that have transportation needs that differ between rural and suburban areas, and that have difficulty obtaining the required 2/3 voter support countywide for local transportation sales tax measures. STA Position: Support 5/10/17. Failed deadline, may be acted upon in January 2018.

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

This measure would lower the voter threshold to 55% for special taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55% for local governments to increase property taxes to cover bonded indebtedness to fund similar project types. STA Position: Support 4/12/17. *Referred to Comm. on Local Government & Appropriations April 24th.*

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

AssemblyMember Frazier introduced Assembly Constitutional Amendment (ACA) 5 to dedicate for transportation purposes all vehicle fee and gasoline/ diesel tax revenues raised by SB 1. STA Position: Support 5/10/17. *ACA 5 has been chaptered and will be on the June 2018 statewide ballot.*

[SB 1 \(Beall\)](#) - Transportation funding.

Comprehensive \$52.4 billion transportation funding bill. STA Position: Support 12/14/16. *Chaptered.*

[SB 595 \(Beall\)](#) – Regional Measure 3

This bill is for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. STA Position: Support letter 7/13/17. *Assembly amendments approved by Senate – sent to Governor.*

[SCA 6 \(Wiener\)](#) – Lower Vote Threshold for Local Transportation Taxes

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. STA Position: Support 4/12/17. *Held in Appropriations Committee and under submission May 25th.*

Federal Legislative Update (Akin Gump):

STA’s federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to craft STA’s strategic objectives to align with those of the new administration. The Congressional summer recess ends when House and Senate members return to Washington on September 5th. Updates on the following are detailed in Attachment B:

- FY 2018 Appropriations
- Infrastructure Legislation (delayed by advisory committee resignations)
- Federal Permitting (President’s [Executive Order on environmental streamlining](#) demonstrates a commitment to advance projects more quickly through the federal environmental review process.)
- FTA Rulemaking – Private Investment Project Procedures (comments are due Sept. 29th)
- Transportation Grants (INFRA and Buses and Bus Facilities)
- TIFIA Program Reform

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SB 595 Update



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

August 30, 2017

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature reconvened from Summer Recess on August 21. They now have until September 1 to move bills out of their final fiscal committees. The 2017-18 Legislative Session is scheduled to be adjourned on September 15. We highlight bills of note affecting STA under ***Bills of Interest***, below.

SB 1 Program Development

On June 8 and 9, the California Transportation Commission (CTC) kicked off a series of workshops on the implementation of SB 1 (Beall and Frazier), highlighting the timeframe for a number of programs the CTC oversees, including the Solutions for Congested Corridors Program. Since then, the CTC, Caltrans, and CalSTA have hosted several additional workshops for each specific program, including the Solutions for Congested Corridors Program, the State-Local Partnership Program, and the Transit and Intercity Rail Capital Program. Draft guidelines have been released for some of the programs, with others to follow in the coming months. STA staff have been engaged in several SB 1 programs as they work to direct these new revenues to projects in Solano County.

SB 1 Repeal

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

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

Cap and Trade

On July 25, Governor Brown signed AB 398 (E. Garcia), which extends the state’s Cap and Trade program through December 31, 2030. The bill also improves the program’s structure by establishing a price

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ceiling for auction allowances, limiting the use of out-of-state carbon offsets, and decreasing free carbon allowances by over 40 percent by 2030. The first auction since that bill was signed into law produced about \$642 million for state investments; thus, it looks like the Cap and Trade program may be making a big “come back.” Since reconvening on August 21, the Legislature is working on finalizing the 2017-18 Cap and Trade expenditure plan, which will likely include several programs, including heavy-duty vehicle replacement, natural resources programs, and sustainable communities.

RM3

For the last several months, members of the Bay Area Caucus have been meeting to discuss the potential for legislation authorizing a toll increase on the Bay Area’s bridges. Commonly referred to as Regional Measure 3, the increased toll(s) could fund a number of Bay Area transportation improvements across all nine counties. Senator Beall has authored legislation moving through the process, but it lacked significant details until quite recently. Now SB 595 authorizes the Bay Area Toll Authority to select the amount of the proposed toll increase, not to exceed \$3, to be placed on the ballot for voter approval. The members of the Bay Area Caucus continue to meet regularly to hone in on a path forward for RM3, and have held several briefings with the Metropolitan Transportation Commission, local agencies, and other stakeholder groups.

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

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

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

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

As well, some legislators indicate they want more amendments along policy lines, such as creation of an Inspector General office to oversee expenditure of these funds by the various local agencies and the Metropolitan Transportation Commission.

Bills of Interest

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

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

transportation funding would increase by approximately \$6 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 12/14/16).***

SB 595 (Beall) – Regional Measure 3

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. ***The STA Board SUPPORTS this bill (Board Action 6/14/17).***

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

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

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

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

AB 1113 (Bloom) – State Transit Assistance Program Formula Clarification (Signed by the Governor on July 21)

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

AB 1121 (Chiu) – WETA Board (2-Year Bill)

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

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

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

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

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets &

highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55 percent for local governments to increase property taxes to cover bonded indebtedness to fund similar project-types. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

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

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

M E M O R A N D U M

August 28, 2017

To: Solano Transit Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July/August Report

During the months of July and August we monitored developments in Washington and brought them to the attention of STA staff. In particular, we identified opportunities to pursue funding for Bus and Bus Facilities and INFRA grants. We also noted that FTA is holding a webinar on Planning and Managing Park-and-Ride Facilities.

Fiscal Year 2018 Appropriations

Members of the House and Senate will return to Washington on September 5 and must pass legislation to increase the debt ceiling as well as fund the federal government in fiscal year 2018. Congress also will be forced to pass a supplemental appropriations bill to address damage caused by Hurricane Harvey.

The House Appropriations Committee passed all 12 of its appropriations bills out of Committee. The Committee then combined four of the appropriations bills (Defense, Energy & Water, Military Construction and Legislative Branch) into a “minibus” bill and the full House passed the bill on July 27. The House is scheduled to vote on a legislative package that includes the remaining eight appropriations bills during the first week in September.

The Senate Appropriations Committee passed 6 of its 12 appropriations bills and has not brought any bills to the floor for a vote. Majority Leader Mitch McConnell (R-KY) has filed the House minibus bill in the Senate, completing the procedures necessary under the rules to allow him to bring any appropriations package directly to the floor in September. The Senate Appropriations Committee approved its Transportation Housing and Urban Development (THUD) bill on July 27. Like the House bill, the Senate bill funds highway and transit formula programs at the levels authorized under the FAST Act. Unlike the House bill, which zeroes out funding for the TIGER grant program, the Senate bill includes \$550 million for the TIGER program. The Senate bill also includes \$2.133 billion for transit Capital Investment Grants, whereas the House included only \$1.753 billion for the program.

The House appropriations bills include less funding than the Senate bills and the Senate bills were developed with more bipartisan support than the House bills because Democratic support is needed to pass appropriations bills in the Senate. House and Senate leaders may attempt to

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negotiate a bipartisan omnibus bill and combine it with legislation to increase the debt ceiling or may choose to address the debt ceiling separately and simply pass a continuing resolution and postpone a vote on a fiscal year 2018 spending bill until December.

Infrastructure

The White House is holding an infrastructure meeting with a group of state and local elected officials on August 30 to obtain feedback re priorities on infrastructure legislation. The California Department of Transportation is submitting written priorities to the White House. President Trump had planned to establish an Advisory Council on Infrastructure, but decided against moving forward after members of his other advisory committees withdrew from their positions in protest against the President's response to the Charlottesville violence. It is not clear when the Trump Administration will release its infrastructure proposal or if and when Congress will act on such legislation.

Federal Permitting

On August 15, 2017, President Trump signed an Executive Order (EO) titled "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for infrastructure." The EO does not change federal law and largely implements environmental streamlining provisions in the FAST Act. The significance of the EO, however, is that it reflects a commitment from the Trump Administration to ensure that federal departments and agencies expedite environmental reviews and approvals for major infrastructure projects.

The EO applies to "major infrastructure projects" which are projects that (1) require multiple authorizations from federal agencies; (2) will require the lead agency to prepare an Environmental Impact Statement (EIS); and (3) where the project sponsor has identified the reasonable availability of funds to complete the project. The EO defines "infrastructure" to include all types of transportation projects, water resources projects, energy production and generation, electricity transmission, broadband, pipelines, stormwater and sewer infrastructure, drinking water infrastructure and other sectors as may be determined by the Federal Permit Improvement Steering Council (FPISC).¹

¹ The Federal Permitting Improvement Steering Council was authorized by Congress in 2015 and established by President Obama, but President Trump has said he will reconstitute the Council and empower it to take more proactive steps to streamline project delivery

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The EO includes the following directives:

- Within 180 days of August 15, the director of the Office of Management and Budget (OMB) in consultation with FPISC shall establish Cross Agency Priority (CAP) goals regarding processing of environmental reviews and authorization decisions, including establishing consistent coordinated and predictable schedules, reducing the time for processing of environmental reviews and authorization decisions to no more than about 2 years on average from the date of publication of a notice of intent to prepare an EIS or another benchmark deemed appropriate by the OMB Director.
- Within 180 days of the establishment of the CAP goals, OMB in consultation with the FPISC shall issue guidance for establishing a performance accountability system to facilitate achievement of the CAP goal. This will include tracking each major infrastructure project through the environmental review and authorization process.
- Provides for scoring of agencies based on their performance and achievement of the CAP goals and imposition of penalties against agencies for poor performance.
- Requires that each major infrastructure project have a lead agency that is responsible for navigating the project through the environmental review and authorization process and for coordinating with cooperating and participating agencies, including agreeing on a timetable. Requires all findings to be incorporated in one Record of Decision (ROD), unless there are reasons to do otherwise that would expedite the environmental review and authorization process. The EO directs the Council on Environmental Quality (CEQ) to work with OMB to develop the framework for implementing the “One Federal Decision” policy.
- Generally requires that all federal authorizations for a major infrastructure project be completed within 90 days of the issuance of a ROD unless federal law requires otherwise, the project sponsor requests an alternative approach or the lead agency determines an extension would better promote completion of the project’s environmental review and authorization process.
- Within 30 days of August 15, CEQ shall develop an initial list of actions it will take to enhance and modernize the environmental review and authorization process, including issuing regulations, guidance and directives to:
 - Ensure optimal interagency coordination;

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- Provide for agency use, to the maximum extent permitted by law of environmental studies, analysis and decisions conducted in support of earlier federal, state, tribal or local environmental reviews or authorization decisions; and
- Ensure agencies apply NEPA in a manner that simplifies and accelerates the review process.
- Requires CEQ to mediate interagency disputes concerning environmental review and authorization decisions where not prohibited by law.
- Requires CEQ to form and lead an interagency working group to identify impediments to efficient and effective environmental reviews and requires agencies to submit action plans to CEQ and OMB to address impediments.
- Empowers the FPISC to take a more proactive role in expediting environmental reviews and authorizations, including promoting early coordination and resolving disputes.

FTA Rulemaking - Private Investment Project Procedures

On July 31, the Federal Transit Administration (FTA) issued a *Federal Register* requesting public comment on a rulemaking to encourage more private investment in public transportation capital projects. The proposed reforms would allow project sponsors and private investors to seek new, experimental authority to undertake projects, including authority for the private partner to lead the environmental review of the project and to expedite project reviews, approvals and financing. The notice requests comment on whether requiring evidence of committed financing is premature at the time a project sponsor submits an application to FTA. Comments are due by September 29.

Transportation Grants

DOT issued a Notice of Funding Opportunity for the INFRA grant program on June 29. Applications are due by November 2. The solicitation is for fiscal year 2017 and 2018 funding totaling about \$1.5 billion. While the INFRA program was authorized in the FAST Act under the name Nationally Significant Freight and Highway Projects program (and known as the FASTLANE program by the Obama DOT), the Trump DOT has changed the focus slightly in favor of projects that provide economic and safety benefits, leverage private, state and local investment, and take advantage of environmental streamlining.

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FTA issued a notice of funding availability on July 18 for fiscal year 2017 Buses and Bus Facilities grants. FTA has about \$226.5 million available for the grants. Applications are due by August 25, 2017.

TIFIA Program Reform

The Senate Environment and Public Works Committee heard testimony on July 12 on proposals to reform the TIFIA loan program and expand the use of government financing in small and rural communities. The witnesses, Anne Mayer, Executive Director of the Riverside County (CA) Transportation Commission, Jennifer Aument, Group General Manager for Transurban North America, and Christopher Coes, Vice President for Real Estate Policy and External Affairs for Smart Growth America, offered suggestions to improve the application process, such as providing greater certainty and speed in the evaluation and approval of applications, including modifying the Letter of Interest process in order to provide greater schedule certainty for TIFIA loan applicants. Aument recommended that DOT provide meaningful financial incentives to encourage states to maximize public funding and the value of existing infrastructure through asset recycling, and the expanded use of Private Activity Bonds. Chairman Barrasso and other Committee Members expressed concerns that a “one-size-fits-all” approach would not succeed in rural areas and concluded that there will be a need for a continuing federal role in transportation funding.

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SB 595 (Beall) Update (Regional Measure 3)

STA Technical Advisory Committee Meeting
September 27, 2017



Solano County Priorities included in the final version of SB 595

Highway

- I-80/680/SR 12 Interchange Improvements \$150 M
- Solano Westbound I-80 Truck Scales \$105 M

Solano County Priorities included in the final version of SB 595

Highway Access

- Highway 37 Corridor (Access Improvements and Sea Level Rise Adaptation) \$100 M*
- Corridor Express Lanes (I-80 Red Top Road to I-505) \$300 M*
- SF Bay Trail/Safe Routes to Transit \$150 M*

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

Solano County Priorities included in the final version of SB 595

Transit

- North Bay Transit Access (bus and bus facilities) \$100 M*
- Capitol Corridor (infrastructure to reduce travel times, add frequency, safety & reliability) \$90 M*
- Ferries (vessels/facilities \$300 M, added frequency and service expansion \$70 M first 4 years, then \$35 M annually)*
- Regional Express Bus (operations) \$ 20 M annually*

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



DATE: September 19, 2017
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: Senate Bill 1 (SB 1) Local Implementation Update

Background:

In early April 2017, the California Legislature passed and Governor Brown signed the Road Repair and Accountability Act of 2017 (SB1). The \$5.24 billion/year funding package, which generates new revenues from various taxes and fees, is designed to repair and maintain our state highways and local roads, improve our trade corridors, and support public transit & active transportation. This bill provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. Metropolitan Transportation Commission (MTC) provided a SB1 Program Matrix, including Bay Area estimates, as can be seen in Attachment A.

The SB 1 programs that are likely to have a direct effect on our member agencies is the Local Streets & Roads funding, Local Partnerships Program, and the Active Transportation Program.

The State of California has identified reduction of the emission of Greenhouse Gases (GHGs) as a major policy focus, and has approved legislation such as Assembly Bill (AB) 32, Senate Bills (SB) 375 (regional transportation plans) and SB 753 (environmental thresholds of significance) to help achieve GHG emission reductions. One of the programs that is an outgrowth of this effort - the Cap and Trade Program - was introduced with draft funding regulations in 2014.

The Transit and Intercity Rail Capital Program (TIRCP) program receives 10% of the Cap-and-Trade auction proceeds, which totaled \$390M for TIRCP in 2016. With the passage of SB1, the TIRCP category is set to receive a \$245M annual boost in funding, as well as a one-time infusion of \$79M.

Pursuant to SB 9, the California State Transportation Agency (CalSTA) will approve an initial five-year program of projects with the first year being 2018/19, with additional five-year programs approved by April 1 of each even numbered year thereafter. With \$245M annually in additional funds available and a five-year program of projects being proposed, now is the time for Solano transit agencies to apply for TIRCP funding.

Discussion:

SB1

Member agencies are required to turn in their Local Streets and Roads project list to CTC by October 16th. CTC has released a template for member agencies to report their projects, which can be found here: [http://www.catc.ca.gov/programs/SB_1/LSR_Project_List\(2\).xslm](http://www.catc.ca.gov/programs/SB_1/LSR_Project_List(2).xslm)

The Local Partnership Program guidelines are still being developed, but CTC is considering a few specific proposals. There will be 2 funding pots, \$100M for formula distribution to jurisdictions that have voter approved transportation sales tax measures, and \$100M for competitive distribution for jurisdictions that have voter approved sales tax measures OR legislatively implemented transportation impact fees. All cities and counties with a transportation impact fee are eligible to apply for the competitive pot of funding. A potential project for the program could be Jepson Parkway₁

The Active Transportation Program (ATP) Cycle 4 application cycle is scheduled to begin in March of 2018. STA has identified 4 funding priorities, from previous One Bay Area Grant 2 (OBAG 2) applications, that it will support for ATP funding. Any other potential ATP Cycle 4 projects not listed should make their intent known to STA as soon as possible.

1. Fairfield: Fairfield Transportation Center (FTC) Access Project
2. Vallejo: Sonoma Blvd Road Diet and Streetscape
3. Suisun City: Lotz Way Bike Improvements
4. Vacaville: Ulatis Creek Bike Path

Transit and Intercity Rail Capital Program (TIRCP)

The final draft guidelines have been released and can be found here:

<http://www.dot.ca.gov/drmtdocs/sptirpcp/2018fdguidelines.pdf>. The guidelines make it clear that the intent of this program is to “fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating new transit systems, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system.”

Eligible Projects Types

1. Rail capital projects, including rail car acquisition. (Solano Does Not Qualify)
2. Intercity, commuter, and urban rail projects that increase service and minor capital investments that are expected to generate increased ridership.
3. Rail, bus, and ferry integration implementation, including: integrating ticketing and scheduling systems and capital related investments.
4. Bus rapid transit and other bus or ferry transit investments to increase ridership and reduce greenhouse gas emissions, including capital investments that will contribute to restructured or enhanced service.

STA Proposed Projects for TIRCP Funding

Utilizing these guidelines and analyzing which projects received funding for 2016 (Attachment A), STA is proposing four projects that might compete well for TIRCP funding.

1. FTC Slip Ramp @ West Texas and Pedestrian Access Improvements. \$3M
2. Solano Express Electrification, Enhancement & Ferry Service Integration. \$5-10M
3. Fairfield/Vacaville Train Station Building and Local Bus Service Integration. \$7M
4. Vallejo Station Phase B Parking Structure. \$13M

STA staff contacted Caltrans Division of Mass Transit and explained each of these project ideas. It was recommended by Caltrans to submit each of these applications. A workshop is being held for Northern California jurisdictions on October 2nd. A full schedule of upcoming dates and deadlines is shown below.

Upcoming Schedule for TIRCP Funding

Workshop, Northern California	Oct. 2, 2017
Final comments on guidelines due to CalSTA	Oct. 5, 2017
CalSTA publishes final program guidelines	Oct. 13, 2017
Call for projects	Oct. 13, 2017
Optional meetings to discuss project quantifications w/ CalSTA staff	Nov TBD 2017
Project applications due to Caltrans	Jan. 12, 2018
CalSTA publishes summary of applications	Feb. 12, 2018
CalSTA anticipates publishing list of approved projects	Apr. 30, 2018
Anticipated presentation of project list to CTC (at regular meeting)	May 2018

Recommendation:

Informational.

Attachments:

- A. SB1 Program Matric provided by MTC
- B. Solano LS&R Estimates from SB1
- C. Ten-Year STIP Forecast from SB1 provided by MTC

SB1 Program Matrix | May 2017

Attachment A

Program	Annual Statewide Funding (FY 2018–19)	Expected Bay Area Funding (FY 2018–19)	Directing Agency	Distribution Basis (or "Competitive")	Revenue Source	Indexed to CPI	Effective Date(s)
Road Maintenance and Rehabilitation Account (RMRA)					12-cent/gallon gasoline excise tax	Y	1-Nov-17
					Transportation Improvement Fee (TIF) (vehicle registration charge)	Y	1-Jan-18
					\$100/year zero-emission vehicle registration charge	Y	1-Jul-20
					20-cent/gallon diesel excise tax increase	Y	1-Nov-17
Local Streets and Roads (LSR)							
Annual LSR	\$1,100	\$218	locals/CTC (jurisdictions must submit a project list to CTC)	LSR formula (SHC Section 2103 (a)(3)(C))	RMRA	Y	See RMRA "Effective Dates."
One-Time Infusion	\$75	\$14	locals	LSR formula (SHC Section 2103 (a)(3)(C))	General Fund (GF) loan repayment		See *
State Highway Maintenance and Rehabilitation							
Annual State Highway Maintenance and SHOPP	\$1,100	TBD	Caltrans	Not specified, but funds will be used by Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program.	RMRA	Y	See RMRA "Effective Dates."
One-Time Infusion	\$75	TBD	Caltrans	SHOPP	GF loan repayment	N	See *
Caltrans Bridge and Culvert	\$400	TBD	Caltrans	Not specified, but funds will be used by Caltrans for state highway bridge and culvert maintenance.	RMRA takedown	N	See RMRA "Effective Dates."
Advance Mitigation	\$30	TBD	Caltrans	n/a	Caltrans set aside	N	FY 2017–18
STIP**							
RTIP	\$77	\$13	Caltrans	STIP formula	17.3 cent/gallon gas tax reset	Y	1-Jul-19
ITIP	\$26	TBD	Caltrans	Caltrans	17.3 cent/gallon gas tax reset	Y	1-Jul-19
Public Transit Formula							
STA	\$250	\$94	Transit Agencies/RTPAs	STA population- and revenue-based formulas (PUC Section 99313 and 99314)	3.5 percent diesel sales tax increase	N	1-Nov-17
STA Revenue-Based		\$70					
STA Population-Based		\$24					
STA Capital	\$105	\$39	Caltrans (prior to receiving an apportionment, a recipient transit agency must submit a detailed list of proposed projects to Caltrans, after which the department shall certify the transit agency's eligibility to the Controller)	STA population- and revenue-based formulas (PUC Section 99313 and 99314)	TIF takedown	Y	FY 2017–18
STA Revenue-Based		\$29					
STA Population-Based		\$10					
Transit and Intercity Rail							
Annual TIRCP	\$245	TBD	CalSTA	Competitive	TIF takedown	Y	FY 2017–18
One-Time Infusion	\$79	TBD	CalSTA	Competitive	GF loan repayment	N	See *
Intercity and Commuter Rail							
State-Supported Intercity Rail	\$19	TBD	CalSTA	Each of the state's three intercity rail corridors will receive a minimum of 25 percent of these funds. CalSTA will adopt guidelines to govern the administration of the funds.	0.5 percent diesel sales tax	N	1-Nov-17
Commuter Rail	\$19	\$11.3	CalSTA	Each of the state's five commuter rail corridors shall receive 20 percent of the funds through FY 2019–20. Commencing on July 1, 2020, the funds will be allocated based on guidelines and a distribution formula adopted by CalSTA.	0.5 percent diesel sales tax	N	1-Nov-17
Other Programs							
Trade Corridors	\$280	TBD	Legislature	Competitive (earmarked)	20-cent/gallon diesel excise tax increase	Y	1-Nov-17
Solutions for Congested Corridors	\$250	TBD	CTC	Competitive. CTC, in consultation with ARB, shall adopt program guidelines. The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department. Preference shall be given to corridor plans that demonstrate collaboration between the department and local or regional partners.	TIF takedown	N	FY 2017–18
S/L Partnership for Self-Help	\$200	TBD	CTC	CTC, in consultation with Caltrans, transportation planning agencies, county transportation commissions, and other local agencies, shall develop guidelines on the allocation of funds no later than January 1, 2018.	RMRA takedown	N	See RMRA "Effective Dates."
Active Transportation Program (ATP)	\$100	TBD	CTC	ATP distribution (SHC Section 2381)	RMRA takedown	N	See RMRA "Effective Dates."
Freeway Service Patrol (FSP)	\$25	\$5.7	SAFE agencies/CHP/Caltrans	Not specified. Funding will potentially flow through existing FSP formula, which was used to estimate the "Expected Bay Area Annual Amount."	RMRA takedown	N	See RMRA "Effective Dates."
Local Planning Grants	\$25	TBD	Caltrans	Competitive. Caltrans to develop guidelines in consultation with ARB, OPR, and HCD.	RMRA takedown	N	See RMRA "Effective Dates."
Resiliency Planning Grant (One-Time)	\$6.6	TBD	Caltrans (not specified, but funds are transferred to the Public Transportation Account)	Not specified	GF loan repayment	N	See *
Workforce Development Local Assistance	\$5	TBD	California Workforce Development Board	Not specified	RMRA takedown	N	See RMRA "Effective Dates."
Transportation Research	\$7	TBD	UC and CSU with legislative oversight	\$5 million/year to the University of California and \$2 million/year to the California State University	RMRA takedown	N	See RMRA "Effective Dates."

Metropolitan Transportation Commission | May 2, 2017

* **GF loan repayment** shall be complete no later than June 30, 2020. The repayments will be made in equal installments over three years.
 ** STIP funding estimate is based on SB1 summary materials released by the Brown administration. MTC forecasts suggest the Bay Area could receive over \$200 million in 2018 STIP and future STIP cycles.

For more information, please contact
 Theresa Romell (TRomell@mtc.ca.gov) or Bill Bacon (wbacon@mtc.ca.gov)



DATE: September 18, 2017
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: One Bay Area Grant (OBAG) Cycle 2 Implementation

Background:

Every four to five years, federal cycle funds are available for distribution at the regional level. In the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) calls these federal cycle funds the One Bay Area Grant (OBAG). MTC has now set out policies and established funding amounts for the second cycle of OBAG called OBAG 2. This covers Fiscal Years (FYs) 2017-18 through 2021-22. Based on MTC's criteria for distribution, population and housing production, STA was allocated a total \$21.17M over the next five years.

At its meeting on September 14, 2016, the STA Board programmed \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) funds to sustain and continue the Solano Safe Routes to School and Solano Mobility/Rideshare Programs, \$6.86 million in OBAG 2 Surface Transportation Program (STP) funds to fund STA's planning, project delivery and fund programming efforts over the five year cycle.

At the May 10, 2017 STA Board meeting, \$4.64M in CMAQ funds were programmed for the following projects.

1. Benicia's Park Rd Project, \$2,000,000
2. Vacaville's I-505/Vaca Valley Pkwy Project, \$1,907,456
3. Fairfield's Grange Middle School SR2S, \$260,000
4. STA's SR2S Program, \$178,547
5. STA's Mobility Call Center, \$300,000

In addition, \$5.9 million in STP funds was programmed for local road rehabilitation projects at local priority projects to the Cities and \$1.056 million FAS funds was programmed to the County. Finally, \$2.05 million in PCA funds was also programmed to the County for the Suisun Valley Phase 2 project.

Projects were due to be programmed into the Federal Transportation Improvement Program (FTIP) by August 31st. The OBAG Cycle 2 Programming schedule can be found in Attachment A.

Discussion:

OBAG Cycle 2 Funding Agreements & Resolution of Local Support

An updated template of the OBAG Cycle 2 funding agreement was approved by the STA TAC at their May 14, 2017 meeting. The due date for this agreement was set at July 31, 2017. To date, every jurisdiction, except the City of Vacaville and Suisun City, have turned in their required documentation; the cities of Dixon and Rio Vista did not receive OBAG funding (their funding

shares were swapped out for other non-federal funds) and therefore do not need to have a funding agreement.

Vacaville: Funding agreement expected by end of September

Suisun City: Funding agreement on October 2nd Council Agenda

OBAG Cycle 2 Programming and Upcoming Schedule

MTC required a full 5-year programming schedule of the OBAG Cycle 2; this can be found in Attachment A. For the upcoming fiscal year, FY 2017/18, there are two programs, both by STA that are programmed to be obligated. Four project sponsors have CON obligations programmed for FY 2018-19.

- Solano County – Farm to Market Phase 2
- Suisun City – Railroad Ave Repaving
- Vacaville – 2019 Vacaville Overlay Project
- Vallejo – 2019 Vallejo Overlay Project

While none of these projects have federal obligations, Environmental and Design phases should begin on these projects this year. Field reviews should be scheduled and completed by March of 2018.

Fiscal Impact:

No direct impact to the STA's General Fund.

Recommendation:

Informational.

Attachments:

- A. OBAG Cycle 2 Programming Sheet



DATE: September 13, 2017
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: I-80 Ramp Metering Phase 2

Background:

The STA has coordinated with MTC, Caltrans and the local agencies to activate ramp meters along the I-80 corridor as part of the Solano Highway Partnership (SoHIP). This is part of a larger effort to manage Solano highway corridors through Intelligent Transportation Systems (ITS) and other operational strategies as identified in the 2009 Solano Highway Operations Study. Phase 1 Ramp Meter activation occurred in late February 2014. This included activation of ramp meters located on ramps along eastbound I-80 from Red Top Road to North Texas Street in Fairfield in the P.M. peak period.

Phase 2 includes all metering lights in the eastbound and westbound direction between I-505 in the City of Vacaville and Hwy 37 in the City of Vallejo in both A.M. and P.M. peak periods. A new metering rate plan was subsequently developed for Phase 2. The activation date for the Phase 2 meters was October 2015.

Travel times and duration of congestion were evaluated for conditions immediately before the October 2015 Stage II ramp metering implementation and two weeks after implementation. A longer term comparison of corridor conditions is based on the before study representing data collected in May 2014 and the after study representing data collected in September 2016; the before and after study was complete in February 2017 and can be found here:

<https://drive.google.com/file/d/0B2DiXZWI6HagQ2tuZXZBOTZOOUU/view>

Discussion:

The results of the before and after study include comparisons of travel times, duration of congestion, potential diversion, longer term volume and travel time trends, and observations of queues on on-ramps. Each of these categories showed some improvement or did not degrade significantly during the study period.

A comparison of travel time data in the weeks immediately before and after activation showed the following:

- Ramp metering reduced the average travel time over the peak period by up to 4 percent. Westbound AM travel time savings were the greatest while Sunday westbound PM had a negligible change over the peak period.
- Ramp metering resulted in a shift in the onset and conclusion of congestion for the eastbound PM peak periods and the westbound Sunday PM peak period. Congestion generally began later after the implementation of ramp metering, but also ended later. However, westbound in the AM peak period, congestion began later and ended earlier after the implementation of ramp metering.

- The duration of congestion decreased by between 15 and 30 minutes for all periods even with the shift in the time congestion began and ended.
- Congestion time saved annually is approximately 200 hours annually.
- Travel times on regular Fridays were found to have decreased on average by about one minute (3%).
- Travel time savings equate to roughly \$1.7 million for Solano County.
- Queue lengths in 2016 at the on-ramps were found to have remained similar to 2014 or to have decreased. Unlike 2014 observations, in 2016 no on-ramps were found to have queues that exceeded the available ramp storage.

Other Factors to Consider

Freeway mainline volumes increased for almost all time periods and directions by 2% to 18% between 2014 and 2016. The exception was westbound during the Sunday PM peak period (12 – 8 PM) which showed a decrease at one location and no change at another. For the location that decreased, reviewing the 24-hour data did show about a 2 percent increase. Therefore, the decrease in the PM peak period may be more a result of the freeway being at capacity rather than a decrease in overall traffic demand.

Fiscal Impact:

None to the STA General Fund. Ramp meter equipment was previously installed by Caltrans.

Recommendation:

Informational.

**Metropolitan Transportation Commission
One Bay Area Grant (OBAG 2)
County Program Recommendations**

SOLANO COUNTY																	
#	Project Sponsor Agency to receive funds	Sponsor Single Point of Contact (SPOC) Name Phone # E-Mail	MTC Program	CMA Project Type	Project Name	Project Location Include specific street limits, if applicable	Description of Work Scope consistent with TIP submittal	Phase	TIP Program Year Year must be selected	OBAG 2 STP Amount	OBAG 2 CMAQ Amount	Total OBAG By Phase	Total OBAG by Project	Other Local Funds	Other Regional Fund	Other State Funds	TOTAL PROJECT COST
1	STA	Anthony Adams 707-399-3215 aadams@sta.ca.gov	Discretionary	Planning	CMA Planning Supplemental	Countywide	Regional Planning Activities and Planning, Programming and Monitoring (PPM) Supplemental	PE: ROW: CON:	Select One Select One 2018	\$3,038,973		\$3,038,973	\$3,038,973	\$393,731			\$3,432,704
2	STA	Anthony Adams 707-399-3215 aadams@sta.ca.gov	Planning	Planning	CMA Planning Baseline	Countywide	Regional Planning Activities and Planning, Programming and Monitoring (PPM)	PE: ROW: CON:	Select One Select One 2017	\$3,822,000		\$3,822,000	\$3,822,000	\$495,181		\$274,000	\$4,591,181
3	STA	Anthony Adams 707-399-3215 aadams@sta.ca.gov	SRTS	SRTS	Solano SR2S Programmatic	Countywide	Conduct SR2S Activies at various schools throughtout Solano County	PE: ROW: CON:	Select One Select One 2019		\$1,209,000	\$1,209,000	\$1,209,000				\$1,209,000
4	STA	Anthony Adams 707-399-3215 aadams@sta.ca.gov	Discretionary	Other/Multi-Modal	Solano Mobility Call Center	Countywide	Assist customers in obtaining information related to transit, commuting, and mobility services offered throughout Solano County.	PE: ROW: CON:	Select One Select One 2018		\$1,236,544	\$1,236,544	\$1,236,544	\$160,207			\$1,396,751
5	STA	Anthony Adams 707-399-3215 aadams@sta.ca.gov	Discretionary	Other/Multi-Modal	Solano Mobility Call Center	Countywide	Assist customers in obtaining information related to transit, commuting, and mobility services offered throughout Solano County.	PE: ROW: CON:	Select One Select One 2020		\$300,000	\$300,000	\$300,000	\$38,868			\$338,868
6	Benicia	Nouae Vue nvue@ci.benicia.ca.us	Discretionary	Bike/Ped	Park Rd Improvements	Park Rd from I-780 to Bayshore Rd	Construct Class 2 bicycle lane facility, storm drain improvements, and resurface Park Road between I-780 and Bayshore Road. Total length of Project is approximately 6,350 linear feet (LF).	PE: ROW: CON:	2018 Select One 2021	\$731,123	\$2,000,000	\$2,731,123	\$2,731,123	\$500,000 \$1,968,877			\$5,200,000
7	Fairfield	Ryan Panganiban 707-428-7017 rpanganiban@fairfield.ca.gov	Discretionary	SRTS	Grange Middle School	E. Tabor Ave at Falcon Dr and Blossom Ave	Improve intersections along East Tabor Avenue in the vicinity of Grange Middle School (Falcon Drive, Blossom Avenue) to enhance pedestrian and bicyclist safety	PE: ROW: CON:	2019 Select One 2020		\$260,000	\$260,000	\$260,000	\$20,000			\$280,000
8	STA	Ryan Panganiban 707-428-7017 rpanganiban@fairfield.ca.gov	Discretionary	LSR	Jepson Parkway Phase 3	Leasire Town Rd Elmira Rd to Orange Dr	In Vacaville, widen Leisure Town Rd from 2 to 4 lanes, add Class I path	PE: ROW: CON:	Select One Select One 2021	\$1,407,095		\$1,407,095	\$1,407,095	\$182,304			\$1,589,399
9	Solano County	Nicholas Burton 707-784-3155 nsburton@solanocounty.com	FAS	LSR	2020 Solano Paving Project	Midway Rd from Robben Rd to Bulkley Rd, Pedrick Rd from Midway Rd to Vaughn, Dixon Ave from Meridian to John Rd	Overlay pavement on various roads throughout Solano County.	PE: ROW: CON:	2019 Select One 2020	\$506,000		\$506,000	\$506,000	\$64,000 \$250,000			\$820,000
10	Solano County	Nick Burton 707-784-3155 nsburton@solanocounty.com	PCA	Bike/Ped	Farm to Market Phase 2	Mankas Corner; Suisun Valley from Ledgewood to FF City Limits; Mankas Corner from Abernathy to	Install 6ft Class II bike lanes on various roads within Suisun Valley.	PE: ROW: CON:	2018 Select One 2019	\$1,000,000	\$2,050,000	\$3,050,000	\$3,050,000	\$300,000 \$395,160			\$3,745,160
11	Suisun City	Nicholas Lozano 707-421-7344 nlozano@suisun.com	Discretionary	Bike/Ped	Railroad Ave Repaving	Sunset to Marina Blvd	Repave and Slurry Seal Railroad Ave	PE: ROW: CON:	2018 Select One 2019	\$491,314		\$491,314	\$491,314	\$63,655			\$554,969
12	Vacaville	Tracy Rideout 707-449-5161 trideout@cityofvacaville.com	Discretionary	Bike/Ped	VacaValley/I-505 Interchange	Intersection of I-505 and E Monte Vista.	Replace signalized and stop controlled intersections at Vaca Valley Parkway Intersections with East Monte Vista, 1-505 northbound and 1-505 southbound ramps with a multi-roundabout connected corridor adding bicycle and pedestrian facilities and connecting	PE: ROW: CON:	2018 2019 2020		\$1,907,456	\$1,907,456	\$1,907,456	\$1,900,250 \$100,000 \$10,492,544	\$150,000		\$14,550,250
13	Vacaville	Tracy Rideout 707-449-5161 trideout@cityofvacaville.com	Discretionary	LSR	2019 Vacaville Overlay Project	Gibson Canyon from Gladys Bridge to Fuitvale, Dobbins St from E. Monte Vista to Merchant, Mason St from Davis to Corson St, Hickory	Overlay and ADA ramp upgrades on various streets in Vacaville.	PE: ROW: CON:	2018 Select One 2019	\$758,500		\$758,500	\$758,500	\$100,000			\$858,500

**Metropolitan Transportation Commission
One Bay Area Grant (OBAG 2)
County Program Recommendations**

SOLANO COUNTY																		
#	Project Sponsor Agency to receive funds	Sponsor Single Point of Contact (SPOC) Name Phone # E-Mail	MTC Program	CMA Project Type	Project Name	Project Location Include specific street limits, if applicable	Description of Work Scope consistent with TIP submittal	Phase	TIP Program Year Year must be selected	OBAG 2 STP Amount	OBAG 2 CMAQ Amount	Total OBAG By Phase	Total OBAG by Project	Other Local Funds	Other Regional Fund	Other State Funds	TOTAL PROJECT COST	
14	Vacaville	Tracy Rideout 707-449-5161 trideout@cityofvacaville.com	Discretionary	LSR	2019 Vacaville Overlay Project	Lawrence Dr, Tulare Dr from Marshall to Brookdale, Beelard Dr from Tulare to Marshall, California Dr from Alamo Ln to Los Pebles Ct	Overlay and ADA ramp upgrades on various streets in Vacaville.	PE:	2018				\$433,722	\$433,722	\$75,000			\$1,040,250
								ROW:	Select One									
								CON:	2019	\$433,722		\$433,722			\$531,528			
15	Vallejo	Srinivas Muktevi 707-651-7107 srinivas.muketvi@cityofvallejo.net	Discretionary	LSR	2019 Vallejo Overlay Project	Spring Rd from Maywood to Castlewood,	Overlay and ADA ramp upgrades on Spring and Sacramento streets in Vallejo.	PE:	2018				\$1,000,000	\$1,000,000	\$129,561			\$1,129,561
								ROW:	Select One									
								CON:	2019	\$1,000,000		\$1,000,000						
16	Vallejo	Srinivas Muktevi 707-651-7107 srinivas.muketvi@cityofvallejo.net	Discretionary	LSR	2019 Vallejo Overlay Project	Sacramento from Tennessee to Capitol	Overlay and ADA ramp upgrades on Spring and Sacramento streets in Vallejo.	PE:	2018				\$1,075,274	\$1,075,274	\$139,313			\$1,214,587
								ROW:	Select One									
								CON:	2019	\$1,075,274		\$1,075,274						



DATE: September 13, 2017
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2016-17 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter Report

Background:

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

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

Discussion:

For the Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of \$106,552 and has deducted \$3,197 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$141,124, which includes the end of the year distribution adjustments.

Attachment A is a matrix summarizing the AVA Program activities for FY 2016-17 and is compared to the total FY 2015-16 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. The County of Solano significantly increased activity within the program, as did the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo for FY 2016-17.

There is no carryover of funds into the next fiscal year. All funds received in FY 2016-17 have been disbursed to the member agencies.

The matrix shows overall total program activities in FY 2016-17 at 155% compared to FY 2015-16.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2016-17 and FY 2015-16

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2016-17 and FY 2015-16
Fourth Quarter Ending June 30, 2017**

Member Agency	FY 2016-17				FY 2015-16		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	511	\$15,382	\$30	116%	441	\$17,142	\$39
City of Dixon	174	\$13,278	\$76	85%	204	\$19,483	\$96
City of Fairfield	3,776	\$128,379	\$34	184%	2,047	\$97,435	\$48
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	236	\$19,581	\$83	107%	221	\$24,834	\$112
City of Vacaville	113	\$46,413	\$411	126%	90	\$48,411	\$538
City of Vallejo	4,059	\$166,386	\$41	148%	2,745	\$197,408	\$72
Solano County Unincorporated area	251	\$4871	\$19	761%	33	\$4,561	\$138
Total	9,120	\$394,290	\$43	155%	5,871	\$409,274	\$71

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



DATE: September 15, 2017
 TO: STA TAC
 FROM: Cory Peterson, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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ATTACHMENT A

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction. 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							
Metropolitan Transportation Commission (MTC) IDEA: Innovative Deployments to Enhance Arterials	Linda Lee MTC lee@mtc.ca.gov (415) 778-5225 Robert Rich MTC rrich@mtc.ca.gov (415) 778-6621		Approx. \$13 million	IDEA provides a funding opportunities to cities, counties, and transit agencies to deploy advanced technologies along their arterials to improve mobility, sustainability, and safety across all modes. Agencies may deploy mature, commercially available technologies (Category 1), or integrate newer connected and automated technologies (Category 2). Goal is to improve travel time and safety on arterials across the Bay Area. Paid for through federal funds.	August 1 - September 29, 2017 Category 1 August 1 - November 17, 2017 Category 2	Anthony Adams (707) 399-3215 aadams@sta.ca.gov	- Fairfield Air Base Pkwy - Vallejo SR29
BAAQMD Charge Program	Grants Programs Information Request Line (415) 749-4994	Vehicle Charging Stations	\$5 million	The Charge Program is an incentive that offers grant funding to help offset the cost of purchasing and installing new publicly available electric vehicle charging stations. Funded through the Transportation Funds for Clean Air fund.	November 3, 2017 N/A	Cory Peterson (707) 399-3214 cpeterson@sta.ca.gov	Transit Facilities, Govt buildings
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	Robert Guerrero (707) 399-3211 rguerrero@sta.ca.gov	

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov		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
Statewide Grants							
SB 1 Grants							
Active Transportation Program (ATP)		Bicycle/Pedestrian	\$440 Million	The Active Transportation Program provides funding to bicycle and pedestrian projects across California. It is distributed on a competitive grant basis at the regional and state level. Approximately \$60 million is available from a statewide competitive grant.	Bi-Annually Next Cycle is March – May 2018	Ryan Dodge (707) 399-3230 rdodge@sta.ca.gov	- Fairfield Green Valley Road Overcrossing - Fairfield West Texas Gateway - Rio Vista Airport Rd - Vacaville Elmira Road Bike Path - Vallejo Sonoma Blvd Improvements

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Caltrans Adaptation Planning Grant Program	<p>Julia Biggar Caltrans Julia.biggar@dot.ca.gov (916) 654-6344</p> <p>Brigitte Driller Caltrans Brigitte.driller@dot.ca.gov (916) 653-0426</p>	Climate change adaptation plans	\$7 million Available	The Adaptation Planning Grant Program, a product of the Road Repair & Accountability Act of 2017 (also known as SB 1), is a grant program to support local and regional adaptation planning efforts on the local transportation system. Projects could include resiliency studies, climate vulnerability assessments, adaptation plans, natural and green infrastructure adaptation plans, and updating existing plans to incorporate adaptation.	September 1 - October 20, 2017	Bob Macaulay (707) 399-3204 rmacaulay@sta.ca.gov	- Hwy 37? - SR12 toward Rio Vista?
Caltrans Sustainable Communities Grant	<p>Priscilla Martinez-Velez Caltrans (916) 651-8196 Priscilla.martinez-velez@dot.ca.gov</p> <p>Rosie Flores Caltrans (916) 653-3957 Rosie.flores@dot.ca.gov</p>	Bike/Ped Plans Corridor Studies	\$25 million	The Sustainable Communities Competitive Grant is to encourage local and regional multimodal transportation and land use planning that furthers the region's sustainable communities strategy, and helps California meet its GHG reduction targets. Example projects could include corridor enhancement studies, traffic calming studies, active transportation plans, complete streets plans, and others.	September 1 - October 20, 2017	Bob Macaulay (707) 399-3204 rmacaulay@sta.ca.gov	- STA's Active Transportation Plan? - Bike and Ped plans for cities and county - Solano SR2S Plans
Cap and Trade Grants							
Transit and Intercity Rail Capital Program (TIRCP)	Ezequiel Castro Caltrans (916) 654-8012 tircpcomments@dot.ca.gov		Est. \$323 million	Provides funding for expanding and improving rail and transit service to increase ridership and reduce GHG emissions. Potential Solano County projects could include bus/ferry investments that help increase ridership.	October 13 – January 12, 2018	Anthony Adams (707) 399-3215 aadams@sta.ca.gov	- Solano Express Bus Expansion/ Electrification - FF/VV Train Station

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Affordable Housing and Sustainable Communities Program (AHSC)	Monica Palmeria Strategic Growth Council (916) 324-0363 Monica.palmeria@sgc.ca.gov	January 15, 2018	\$290 Million in 2016	Competitive statewide grant to provide funding for projects that reduce GHG emissions through housing or transportation projects that support infill or compact development. It can also be used for projects that increase accessibility of housing, employment centers, and key destinations via walking, biking, or transit.	Fall 2017	Robert Guerrero (707) 399-3211 rguerrero@sta.ca.gov	- Vallejo Parking Station Phase B

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



DATE: September 18, 2017
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. Paratransit Coordinating Council (PCC) Draft Meeting Minutes of July 20, 2017
- B. Safe Routes to School (SR2S) Draft Meeting Minutes of August 16, 2017
- C. Bicycle Advisory Committee Draft Meeting Minutes of September 7, 2017

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PCC
SOLANO PARATRANSIT COORDINATING COUNCIL
AGENDA
Draft Minutes for the Meeting of
July 20, 2017

1. CALL TO ORDER

Ernest Rogers called the meeting to order at 1:10 p.m. in the Commission Room in Benicia.

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

Richard Burnett	MTC PAC Representative
Rachel Ford	Social Service Provider
Lisa Hooks	Social Service Provider
Ernest Rogers	Chair, Transit User
Cynthia Tanksley	Transit User
James Williams	Member-at-Large

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

Kenneth Grover	Transit User
Judy Nash	Public Agency – Education
Anne Payne	Vice-Chair, Social Services Provider – Senior Living Facility

Also Present: *In Alphabetical Order by Last Name*

Myron Banez	SolTrans
Max Davina	STA Intern
Sheila Ernst	Solano Transportation Authority (STA)
Erika Hansen	STA Intern
Lauri Hebler	Benicia Transportation
Sean Hurley	Solano Transportation Authority (STA)
Bisi Ibrahim	Solano County Transit (SolTrans)
Vicki Jacobs	Dixon Redit-Ride
Veronica Jones	Connections for Life (CFL)
Debbie McQuilkin	Solano Transportation Authority (STA)
April Mercado	SolTrans
Liz Niedziela	Solano Transportation Authority (STA)
Sandy Nelson	Solano County Council of the Blind (SCCB)
Mandy Renshaw	SolTrans
Brandon Thomson	Solano Transportation Authority (STA)
Debbie Whitbeck	Fairfield and Suisun Transit (FAST)

2. CONFIRM QUORUM

A quorum was confirmed.

3. INTRODUCTIONS

The group dispensed with self-introductions.

4. APPROVAL OF AGENDA

With a motion by Cynthia Tanksley and a second by Rachel Ford, the PCC approved the agenda.

(6 Ayes, 5 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

None.

6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

1. Richard Burnett, MTC/PAC Representative provided an update to the committee members regarding various updates at the Metropolitan Transportation Commission (MTC).

2. Vacant, Seniors & People with Disabilities TAC Representative. Debbie McQuilkin asked PCC Members that are interested in becoming the Seniors & People with Disabilities TAC Representative to email her at dmcquilkin@sta.ca.gov.

Benicia Mobility Summit fliers were handed out to each PCC member.

3. Ernest Rogers, Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) Representative, announced that the next CTSA-AC meeting will be held on September 28, 2017 located at the 675 Texas Street in Fairfield.

Rachel Ford asked the group to visit the new network of care for seniors website at www.solanocares4seniors.org.

Debbie McQuilkin invited the PCC members to participate in upcoming Travel Training, Taxi Scrip and Mobility Call Center videos. She asked interested participants to contact for more information.

7. PRESENTATIONS

A. SolTrans New Technologies

Mandi Renshaw provided a brief presentation on the SolTrans New Technologies. She explained that all SolTrans buses, the Vallejo Transit Center and the Park and Ride lots are equipped with security cameras to ensure commuter safety before during and after their trips. She added that Clipper is also accepted on all of the buses with the exception of paratransit and dial-a-ride (DART). She outlined the SolTrans MyRide Paratransit network texting and automated systems. Ms. Renshaw concluded her presentation by reviewing the new on-board free WIFI and the Quantum securement system technologies for wheel chairs.

The group discussed ways to improve the Clipper Card system and requested to agendize this topic to a future meeting.

8. CONSENT CALENDAR

A. Minutes of the PCC Meeting of May 18, 2017.

Recommendation:

Approve the PCC minutes of May 18, 2017.

With a motion by Lisa Hooks and a second by Richard Burnett, the PCC approved the recommendation. (5 Ayes, 5 Absent)

9. ACTION ITEM

A. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Claims for the City of Dixon, Solano County Transit (SolTrans) and Solano Transportation Authority (STA)

Liz Niedziela explained that TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. She stated that the STA works with the transit operators and prepares an annual TDA matrix to clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds.

Sandy Nelson commented that the taxi scrip provided in braille should be on thicker paper.

Brandon Thomson said he would look into the feasibility of providing taxi scrip on thicker paper.

Recommendations:

Review and forward a recommendation to MTC to approve:

1. The City of Dixon's FY 2017-18 TDA Claim for \$766,753 for operating and capital projects.
2. SolTrans' FY 2017-18 TDA Claim for \$8,335,741 for operating and capital projects.
3. STA's FY 2017-18 TDA Claim for \$1,445,541 for operating and capital projects.

With a motion by Rachel Ford and a second by Lisa Hooks, the PCC approved the recommendation. (6 Ayes, 4 Absent)

B. Mobility Management: Consolidated Transportation Services Agency (CTSA) Re-Designation

Liz Niedziela explained that an effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs by directly providing services coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions. Ms. Niedziela stated that the STA Board approved the Solano Mobility Management Plan in April 2014. Liz Niedziela concluded that on May 2017, the STA Board authorize the Executive Director to submit a letter to MTC requesting CTSA Re-Designation.

Recommendation:

Authorize the Chair or Vice-Chair to submit a letter to MTC providing support for STA CTSA Re-Designation.

With a motion by Rachel Ford and a second by Richard Burnett, the PCC approved the recommendation. (6 Ayes, 5 Absent)

C. PCC Membership Status Update

Debbie McQuilkin provided a brief update on the PCC membership. She explained that on May 18, 2017, PCC meeting, it was mentioned that Edith Thomas submitted her resignation as a Social Services Provider for the PCC. She added that STA staff received Lyall Abbott's letter of resignation as a Member-At-Large. Ms. McQuilkin added membership terms for Transit Users Ernest Rogers and Kenneth Grover are due for renewal in which Ernest Rogers has confirmed he would like to be reappointed. She concluded that the 2nd recommendation may be pulled depending on Kenneth's response.

The group decided to table the second recommendation since Kenneth Grover has not agreed to be reappointed as this time and was absent at the meeting.

Recommendations:

1. Forward a recommendation to the STA Board to reappoint Ernest Rogers, Transit User, for an additional three (3) year term.
2. ~~Forward a recommendation to the STA Board to reappoint Kenneth Grover, Transit User, for an additional three (3) year term.~~

With a motion by Lisa Hooks and a second by Rachel Ford, the PCC approved the recommendation as amended above in ~~strike through~~, ***bold and italics***. (6 Ayes, 5 Absent)

10. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

- Potential Future First/Last Mile Locations – Presentation
- Clipper Card Discussion/Presentation
- Presentation on the Mobility Call Center
- Fairfield Transit Center (FTC) Security

11. TRANSIT OPERATOR UPDATES

Dixon Read-Ride: Vicki Jacobs provided an update on the Dixon Read-Ride service.

Fairfield and Suisun Transit: None.

Rio Vista Delta Breeze: None.

SolTrans: Mandi Renshaw provided a brief update on the SolTrans service and promotions.

Vacaville City Coach: None.

Solano Intercity Taxi Scrip Program Update: Brandon Thomson provided a brief update.

12. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2017 PCC Meetings and Locations

13. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next regular meeting of the PCC has been confirmed to meet at **1:00 p.m., Thursday, September 21, 2017** at the Solano Community College in the Cafeteria, located at 4000 Suisun Valley Road, Fairfield, CA 94533.



**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Draft Minutes of August 16, 2017**

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:37 p.m. in the STA Main Conference Room.

SR2S-AC Members

Present:

Jim Antone	Yolo-Solano Air Quality Management District
Lisette Estrella-Henderson	Solano County Office of Education
Dr. Bela Matyas	Solano County Public Health
Gwen Owens	City of Vacaville, Public Works Department
Garland Wong	City of Fairfield, Traffic Engineering

SR2S-AC Members

Absent:

Kevin McNamara	Pedestrian Advisory Committee Representative
Mitchell Romao	Vallejo City Unified School District
Mike Segala	Bicycle Advisory Committee
Damiean Sylvester	City of Benicia Police Department
Andrew White	City of Suisun City Police Department

STA Staff Present:

Anthony Adams	STA
Betsy Beavers	STA
Ryan Dodge	STA
Sheila Ernst	STA
Tiffany Gephart	STA
Lloyd Nadal	STA
April Wells	STA

Others Present:

Monica Alvarez	Vaca REACH
Judith Franco	Vacaville Police Representative
Sarah Lucas	Vacaville Police Representative
Shania Phifer	Vaca REACH

2. INTRODUCTIONS

A quorum was confirmed.

3. APPROVAL OF AGENDA: May 17, 2017

Chair Antone recommended the SR2S-AC move 9.G to 9.B.

With a motion from Gwen Owens and a second from Garland Wong the SR2S-AC approved the agenda as amended above in ***bold and italics***. (5 Ayes, 5 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Introduce Dr. Bela Matyas, Solano Public Health Officer who will be the new Public Health contact on the SR2S Advisory Committee.

Mr. Nadal explained that the current Benicia Police Department member is currently unable to attend the meetings. He plans to reach out to other cities to recruit a new representative.

Lisette Henderson-Estrella recommended to reach out to Dixon Police Department.

6. CONSENT CALENDAR - APPROVAL OF MEETING MINUTES

Recommendation: Approve the SR2S-AC minutes of May 17, 2017.

On a motion from Jim Antone and a second from Gwen Owens the SR2S-AC approved the May 17, 2017 meeting minutes. (2 Ayes, 3 Absent, 5 Abstained)

7. ACTION ITEMS – NON-FINANCIAL

A. None.

8. ACTION ITEMS – FINANCIAL

A. Safe Routes to School – Contract with Bay Area Children’s Theatre for FY 2017-2018 School Year

Lloyd Nadal stated that the Bay Area Children’s Theatre is willing to perform the Rock the Block educational theatre show for up to 25 schools which aligns with the 6 E’s goals to provide an education and encouragement assembly that will address pedestrian and bicycle safety making it safer for youth to walk and bike to school. Mr. Nadal added that they are the only group in the bay area that does an educational theatre production to promote Safe Routes to School activities in Solano County.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to enter into an agreement with Bay Area Children’s Theatre for an amount not-to-exceed \$42,000 for up to 25 Rock the Block educational theatre shows across Solano County.

The group discussed ways to target schools to maximize already established efforts and increase awareness to schools that need to be more engaged.

With a motion from Lisette Henderson-Estrella and a second from Gwen Owens the SR2S-AC approved the recommendation. (5 Ayes, 5 Absent)

B. Solano SR2S Website Redesign and Development Contract

Lloyd Nadal discussed the Solano SR2S Website Redesign and Development Contract. He explained that the Safe Routes to School (SR2S) website is the primary online presence for schools in Solano County to participate in the SR2S programs. He stated that the website’s detailed mapping tool provides access for locating the

safest route for students to walk or bike to their school destination. Mr. Nadal explained that the STA and SR2S websites are in need of redesign and development to provide adequate security, updated technology for the current content management systems. He added that these sites will be mobile and user friendly on a personal computer, a tablet device, and a smart phone.

The group discussed ways to improve the website interface by incorporating transit specific applications.

Dr. Matyas volunteered his Solano County Public Health staff to review the draft website once it is launched.

Recommendation:

Contract with Planetaria Media LLC to redesign and develop the Solano SR2S Website. The vendor was the apparent best-evaluated Proposer for contract award for website design and development for the SR2S website. They were chosen through an RFP process which included document review, formal interviews and reference checks with 3 competitive vendors.

With a motion from Dr. Bela Matyas and a second from Gwen Owens the SR2S-AC unanimously approved the recommendation. (5 Ayes, 5 Absent)

9. INFORMATIONAL ITEMS – DISCUSSION

A. Youth Engagement Program Update – PRESENTATION

Vacaville Police Representative Sarah Lucas provided a presentation on the Youth Engagement Program. She explained that in 2009 the program began with surveys in middle school to get feedback for improvements. She stated that Rocky Hill Trail in Vacaville was deemed unsafe for pedestrians and improvements. She added that the surveys indicated amenities desired on that trail were lighting, trees, more shading, benches, doggy bag stations and exercise stations. Ms. Lucas concluded that the new project was recognized at the National Night Out in Vacaville.

Chair Antone suggested adding bike parking to the Rocky Hill trail.

The group discussed maintenance of trails, public private partnerships, investments, maximization and leveraging different types of resources.

Lisette Henderson-Estrella recommended to connect with Solano Youth Coalition through the County Office of Education to triangulate with Solano Public Health to meet specific goals.

B. One Bay Area Grant (OBAG) Update

Anthony Adams provided a brief OBAG update. He displayed photos to the group and outlined different projects. He explained that the Active Transportation Program (ATP) is a bi-annual program funding bike and pedestrian improvements which was awarded a grant for \$3.067 million by MTC under the 2015 regional allocation of the Active Transportation Program (ATP) Cycle 2. Mr. Adams outlined the OBAG Cycle 1 Projects, ATP Cycle 2 and 3 Projects. He discussed Fairfield's E. Tabor Tolenas Elementary Project which is set to begin environmental and NEPA clearance.

C. Office of Traffic Safety (OTS) Grant Update

Lloyd Nadal provided a brief update on the OTS Grant. He explained that OTS awarded \$170,000 for to SR2S and that the next steps will be to finalize a budget, timeline, and sign a contract. He concluded that work can begin on the proposed projects by October 1st, 2018. Mr. Nadal explained that the Pedestrian and Bicycle Safety Grant will be focused on promoting safety and reducing injuries of elementary, middle and high school children in Solano County.

D. Walking School Bus Pilot Program FSUSD Update

Lloyd Nadal provided an update on the Fairfield and Suisun Unified School District Walking School Bus Pilot Program. He explained that SR2S staff is proposing to contract with FSUSD to pilot implementation of a Walking School Bus or a WOW Program in 6 schools within the district administered by 1 individual school on-site Part-Time staff. Mr. Nadal stated that this staff member must be available to allocate up to 5 hours per week to administer SR2S activities such as leading a WOW Program during school or a Walking School Bus after school throughout the year.

E. SR2S Program Coordinator Updates

Due to times constraints, this item was briefly discussed. Betsy Beavers provided a brief update on the school and community events that took place between June and October in 2017. Ms. Beavers also provided an update on the 2017-2018 school year walking events.

April Wells stated that there will be a SR2S booth at the Tomato Festival in Fairfield this weekend.

Lloyd Nadal introduced Jenna McAbee. Ms. McAbee outlined her role and accomplishments as an intern in the SR2S Department at the STA.

F. Solano County Public Health Update

Dr. Matyas introduced himself to the group.

G. Advisory Committee Support – FY17-18 School Year

Lloyd Nadal explained that a questionnaire form was emailed to the members prior to the meeting. He stated that two forms were received and filed. The feedback obtained will be accounted for within the program moving forward.

10. FUTURE AGENDA ITEMS AND MEMBER COMMENTS

- SR2S 2018 Plan Update
- OTS Grant Update
- Enforcement Grant Update

11. INFORMATIONAL ITEMS – NO DISCUSSION

- A. 2017 SR2S-AC Meeting Schedule**
- B. Attendance Matrix**

12. ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next regularly scheduled meeting of the SR2S-AC is November 15, 2017 at 1:30 p.m. in the STA Conference Room.



**BICYCLE ADVISORY COMMITTEE (BAC)
Minutes for the Meeting of
September 7, 2017**

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA's Bicycle Advisory Committee (BAC) was called to order by Chair Lund at approximately 6:30 p.m. at the STA in Conference Room 1.

BAC Members Present:

Nancy Lund, Chair	City of Benicia
Barbara Wood	Member at Large
James Fisk	City of Dixon
Mike Segala, Vice – Chair	County of Solano
Lori Wilson	City of Suisun City
Ray Posey	City of Vacaville
Mick Weninger	City of Vallejo

BAC Members Absent:

Catherine Moy	City of Fairfield
Vacant	City of Rio Vista

Others Present:

Jason Riley	City of Dixon
Adam Brown	City of Vacaville
Glen Grant	Adventure Cycling
Randolph Craig	City of Suisun City

STA Staff Present

Anthony Adams	STA
Cory Peterson	STA
Esther Wan	STA

2. CONFIRM QUORUM

Quorum was confirmed.

3. APPROVAL OF AGENDA

On a motion from Lori Wilson, and a second from Ray Posey, the BAC unanimously approved the agenda. (7 Ayes, 2 absences, 0 Abstentions)

4. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

Ray Posey commented that Solano County's Pleasants Valley Safety Project is coming along nicely. Mr. Posey stated that it is not striped yet but the infrastructure is completed.

Anthony Adams addressed that Senate Bill (SB) 1 passed and a part of the bill was augmented. The augmentation will add \$2.4 million dollars to Suisun City's McCoy Creek Project to fully fund the project and complete phase 3 and 4 of the project.

Randolph Craig highlighted the League of American Bicyclists and asked if BAC members are familiar with them. All of the BAC members were familiar with the League of American Bicyclists. Mr. Craig announced that if BAC can assist in getting any of the cities in Solano County to receive a bronze, silver, or gold rating from the League of American Bicyclists, there is a higher chance for Solano County to receive grant funding for future projects. BAC members request for more information on the League of American Bicyclists as well as including it on the next agenda.

5. CONSENT CALENDAR

A. Recommendation:

Approve STA BAC Meeting Minutes of July 6, 2017.

On a motion by Michael Segala, and a second by Lori Wilson, the BAC approved the minutes of July 6, 2017. (7 Ayes, 2 Absences, 0 Abstentions)

6. ACTION FINANCIAL

A. **Transportation Development Act (TDA) Article 3 Funding Requests: Dixon SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match**

Anthony Adams provided an overview of the Transportation Development Act (TDA) Article 3 Funding Requests: Dixon SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match. Mr. Adams explained that Dixon's SR2S OBAG Cycle 1 project experienced a shortfall for construction due to a higher than expected bid. Mr. Adams further highlighted that Solano County is looking for advanced bicycle infrastructure, and this is an opportunity to install green bike lanes connecting an elementary school and a middle school in Dixon.

Jason Riley provided a presentation explaining the Dixon Safe Routes to School (SR2S) One Bay Area Grant (OBAG) Cycle 1 Project: Shortfall and Green Bike Lanes. BAC members request to see the plans for the Dixon SR2S OBAG Cycle 1 Project.

Anthony Adams continued to explain about the SR2S ATP Cycle 2 Local Match where Active Transportation Program (ATP) Cycle 2 funds were able to provide infrastructure improvements to 2 schools in Vallejo and 5 schools in Benicia.

Recommendation:

On a motion by Michael Segala, and a second by Barbara Wood, the BAC forward a recommendation to the STA Board to allocate TDA Article 3 funds in the following amounts: \$51,448 to cover the shortfall of the Dixon SR2S OBAG Cycle 1 project, \$20,000 to the Dixon SR2S OBAG Cycle 1 project to install green paint in the Class II bike lanes, and \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match. (7 Ayes, 2 Absences, 0 Abstentions)

7. ACTION NON – FINANCIAL

A. **US Bicycle Route 50 Designation**

Cory Peterson provided a brief overview of the US Bicycle Route 50 Designation. Glen Grant provided a presentation of the new proposed alignment through Solano County. Mr. Grant utilized the Top Ten Rides as a guide to design the US Bicycle Route 50 through Solano County. He addressed how Solano County would not support

US Bicycle Route 50 to use Pleasants Valley Road so they had to choose a different route going through that portion of the County. Glen Grant noted that the City of Vacaville does not support the use of Alamo Drive for US Bicycle Route 50. Nancy Lund stated that until the City of Vacaville finalize their portion of the route, BAC members cannot support the Solano portion of the UC Bicycle 50. Mr. Grant also request BAC members to provide comments to improve the current proposed route. Lori Wilson asked how soon does US Bicycle Route 50 needs to be finalized and Glen Grant responded that their goal was within a year.

Recommendation:

Direct STA staff to write a letter on behalf of the BAC to the STA Board showing support for the Solano portion of US Bicycle Route 50.

On a motion by Lori Wilson, and a second by Barbara Wood, the BAC decided to table the vote until the City of Vacaville supports US Bicycle Route 50.
(7 Ayes, 2 Absences, 0 Abstentions)

B. Grizzly Island Road Restoration Project

Cory Peterson provided an overview of the Grizzly Island Road Restoration Project. Mr. Peterson explained that currently, Solano Countywide Bicycle Plan proposes the Grizzly Island Road become a Class III bike route for its entire 16.2 mile length. He added that the proposed California Department of Fish and Wildlife (CDFW) project would build Class II lanes on a one mile stretch of the road, which is an upgrade to the plan.

Recommendation:

On a motion by Lori Wilson, and a second by Barbara Wood, the BAC to find the proposed Class II bike lanes for the CDFW Grizzly Island Road Project to be consistent with the Solano Countywide Bicycle Plan and support future efforts to extend the Class II facilities. (7 Ayes, 2 Absences, 0 Abstentions)

C. Caltrans District 4 Bike Plan Workshop

Cory Peterson provided an overview of the Caltrans District 4 Bike Plan Workshop.

Recommendation:

Choose two possible dates to hold a workshop for the Caltrans District 4 Bike Plan.

On a motion by Barbara Wood, and a second by Ray Posey, the BAC selected 9/28/2017 to hold a workshop for the Caltrans District 4 Bike Plan.
(7 Ayes, 2 Absences, 0 Abstentions)

D. AB 1103 – Bicycle Yield as Stop

Cory Peterson provided an overview on the AB 1103 – Bicycle Yield as Stop. Chair Lund is concerned about getting a public agency involved with AB 1103, but as individuals part of a local bike club is different.

Recommendation:

Direct STA staff to conduct more in-depth research of the bill and get the input of our member agencies and committees before returning to the BAC to make a recommendation to the STA Board.

On a motion by Barbara Wood, and a second by Lori Wilson, the BAC motions to direct Cory Peterson to email Walt Seifert that the BAC is not in the position to make a decision currently. (7 Ayes, 2 Absences, 0 Abstentions)

E. BAC Field Trip

BAC members agree to have the field trip in late October. Nancy Lund encourage BAC members to motion to request STA staff to set up a date for the BAC field trip.

One a motion by Barbara Wood and a second from Lori Wilson, the BAC request staff to set up a date in late October for the BAC field trip. (7 Ayes, 2 Absences, 0 Abstentions)

8. INFORMATION – DISCUSSION

A. Family Bike Workshops and STAY Grant

Cory Peterson provided an overview on the Family Bike Workshops and Spare the Air Youth (STAY) Grant. Mr. Peterson stated that the San Francisco Bike Coalition (SFBC), in partnership with bike coalitions throughout the Bay Area, is in the process of applying for STAY grant funding to conduct Family Bike Workshops though out the region. Chair Lund announced that there will be a Family Bike Workshop in Benicia on October 21, 2017.

B. Bicycle Priority Project List

Cory Peterson provided a brief overview of the Bicycle Priority Project List. Mr. Peterson addressed that the City of Vacaville added the Ulatis Creek Bike Path project as a Tier 1 project because most of the project will be funded from the I-80 Express Lanes Project. He also added that the Ulatis Creek Bike Path project would also be a great candidate for ATP Cycle 4 funding early next year.

Michael Segala have concerns about using ATP funds towards the Ulatis Creek Bike Path Project. Mr. Segala was not comfortable that the request was made because of “new developments” that the project can be tacked on to the I-80 Express Lanes project. Cory Peterson revised his staff report to indicate “new information” instead of “new development” for the Ulatis Creek Bike Path project. Michael Segala asked that since the Ulatis Creek Bike Path project is placed into Tier 1, will it interfere with other projects on the list. Anthony Adams stated that it would not interfere with the other projects on the priority list because the Ulatis Creek Bike Path project was previously a Tier 1 project and fully funded before the funds were rescinded.

C. Promoting Bike Commuting/Use of Bike Lockers at Vallejo Transportation Center and Curtola Park & Ride

Cory Peterson provided an overview of Promoting Bike Commuting/Use of Bike Lockers at Vallejo Transportation Center and Curtola Park & Ride. Michael Segala stated that it should be a countywide involvement. Lori Wilson recommend promoting bike lockers at bike events such as Bike to Work Day of family bike workshops.

D. Reports and Updates from Staff

Cory Peterson updated BAC members on the Active Transportation Plan Purpose Statement, the Fairfield Linear Park Trail Plan, and ATP Cycle 3 and 4 Update. Anthony Adams provided a brief update on the I-80/I-680/SR-12 Interchange and Green Valley Overcrossing.

9. INFORMATIONAL – NO DISCUSSION

A. 2016-17 BAC Attendance Matrix and Membership Status

Esther Wan provided the 2016-17 Attendance Matrix and the Membership Status for the Bicycle Advisory Committee members.

10. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

None.

11. ADJOURNMENT

The STA BAC meeting adjourned at approximately 9:08 p.m. The next meeting of the STA BAC meeting is on **Thursday, November 2, 2017.**

DRAFT

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DATE: September 20, 2017
TO: STA TAC
FROM: Johanna Masclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2017

Discussion:

Attached is the STA Board and Advisory meeting schedule for STA Board and Advisory meeting schedule for Calendar Year 2017 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 2017



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2017 (Updated Aug. 21, 2017)**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Tues., September 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Confirmed
Thurs., October 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 12	9:30 a.m.	Dixon Mobility Senior Summit	Veteran's Memorial Hall	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 8	6:00 p.m.	STA's 20 th Annual Awards	Joseph Nelson Community Center	Confirmed
Wed., November 15	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans Operations Facility	Tentative
Tues., November 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 19	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 20	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Tentative