



MEETING AGENDA

**6:00 p.m., STA Board Regular
 Wednesday, July 10, 2019
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- 1. **CALL TO ORDER/ PLEDGE OF ALLEGIANCE** Chair Price
(6:00 p.m.)
- 2. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Price
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Elizabeth Patterson	Thom Bogue (Vice Chair)	Harry Price (Chair)	Ronald Kott	Ron Rowlett	Bob Sampayan
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Donald Roos	Dilenna Harris	Robert McConnell

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR’S REPORT – Pg. 7

(6:10 – 6:15 p.m.)

Daryl Halls

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:15 – 6:20 p.m.)

Jim Spring,
MTC Commissioner

7. REPORT FROM CALTRANS

(6:20 – 6:25 p.m.)

8. STA PRESENTATIONS

(6:25 – 6:40 p.m.)

A. Moving Solano Forward Update

Bob Burris, Solano Economic
Development Corporation (EDC)

B. Directors Reports:

1. Planning

Robert Guerrero

2. Projects

Anthony Adams

3. Programs

Ron Grassi

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:40 – 6:45 p.m.)

A. Meeting Minutes of the STA Board Meeting of June 12, 2019

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of June 12, 2019.

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B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 26, 2019

Johanna Masiclat

Recommendation:

Receive and file.

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C. Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – July 2019 – City of Vacaville (City Coach), Solano County Transit (SolTrans), and Solano Transportation Authority (STA)

Ron Grassi

Recommendation:

Approve the following:

1. The July 2019 TDA Matrix for FY 2019-20 which includes TDA Claims for the City of Vacaville (City Coach), Solano County Transit (SolTrans) and STA for FY 2019-20 as shown in Attachment B; and

2. STA Resolution No. 2019-08 authorizing the STA's filing of a claim with MTC for the allocation of TDA funds for FY 2019-20.

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D. Submittal of Bay Area Air Quality Management District (BAAQMD) Grant for State Route (SR) 37 Corridor Transportation Demand Management (TDM) Pilot

Lloyd Nadal

Recommendation:

Authorize the STA Executive Director to jointly apply for the BAAQMD Pilot Trip Reduction Program grant along with Napa Valley Transportation Authority (NVTA), Sonoma County Transportation Authority (SCTA) and Transportation Authority of Marin (TAM) to pilot a coordinated TDM approach focused on reducing single-occupancy vehicle trips and congestion on the SR 37 Corridor.

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E. Contract Agreement for Transit and Mobility Programs Services

Ron Grassi

Recommendation:

Authorize the Executive Director to execute a one year agreement with Elizabeth Niedziela for Transit and Mobility Programs Services for an amount not-to-exceed \$50,000.

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F. Authorize to Auction Former Solano Paratransit Bus

Brandon Thomson

Recommendation:

Authorize the Executive Director to Auction former Solano Paratransit Bus Number 707 and allocate the proceeds to the SolanoExpress Bus Replacement Plan.

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G. Approval of State Route (SR) 37 Funding Agreement for Land Acquisition between the Bay Area Toll Authority (BATA), Solano County and the Solano Transportation Authority

Anthony Adams, and
Bernadette Curry,
Legal Counsel

Recommendation:

Authorize the STA Executive Director to enter into a Funding Agreement between BATA and Solano County for 50 acres of property acquisition along the SR 37 Corridor per Attachments A and B.

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H. Pedestrian Advisory Committee (PAC) Member Appointment

Triana Crighton

Recommendation:

Appoint Aaron Trudeau to represent the City of Vacaville on the PAC for a three-year term to expire on August 31, 2022.

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- I. STA Plan Bay Area 2050 Projects Submittal Board Resolution** Robert Guerrero
Recommendation:
Approve the following:
1. STA Resolution No. 2019-09 for adopting the proposed 2021 Regional Transportation Plan (RTP) Projects List for submittal to the Metropolitan Transportation Commission (MTC) as shown in Attachment A; and
 2. The proposed 2021 Regional Transportation Plan (RTP) Projects List as shown in Attachment B.
- Pg. 55**

- J. Video Production Consulting Services** Vincent Ma
Recommendation:
Authorize the Executive Director to enter into an agreement in an amount not-to-exceed \$70,000 for video production consultant services for STA and STA managed programs for FY 2019-20.
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- K. Mobility Management Contract Amendment - Faith in Action Volunteer Drive Program for Seniors** Debbie McQuilkin
Recommendation:
Authorize the Executive Director to exercise the renewal option and enter into a one-year contract with Faith in Action for an amount not-to-exceed \$45,000 to provide Transportation Services for Seniors.
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- L. Contract Amendment for STA Legal Services** Bernadette Curry
Recommendation:
Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.
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10. ACTION NON FINANCIAL ITEMS

- A. Water Transit Feasibility Study** Ashleigh Kanat, EPS
Recommendation: Triana Crighton, STA
Approve the 2019 Solano County Water Transit Feasibility Study and Conceptual Plan.
(6:45 – 6:55 p.m.)
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- B. Legislative Update** Vincent Ma
Recommendation:
Approve the following recommended positions:
- *Monitor* AB 101/SB102 – Housing development and financing
 - *Monitor* SB 87 – Transportation
 - *Monitor* SB 592 – Housing Accountability Act

- *Support H.R.3193 – Transportation Emergency Relief Funds Availability Act*
(6:55 – 7:10 p.m.)
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11. ACTION FINANCIAL ITEMS

- A. Solano Commuter Profile and Marketing Research Request for Proposal (RFP)** Lloyd Nadal

Recommendation:

Authorize the Executive Director to:

1. Make a budget modification to increase the FY 2019-20 Programs Department Budget by \$100,000 to fund the Solano Commuter Profile and Marketing Research; and
2. To enter into an agreement(s) with a consultant(s) to create an updated Commuter Profile for Solano County commuters and commute patterns and additional marketing research to encourage use of SolanoExpress and other alternative travel modes.

(7:10 – 7:15 p.m.)
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- B. Solano-Napa Activity Based Model Update** Robert Guerrero

Recommendation:

Authorize the Executive Director to amend the agreement with TJKM to include the new scope of work and budget of \$175,000 to update the Solano Napa Activity Based Model as shown in Attachment A.

(7:15 – 7:20 p.m.)
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12. INFORMATIONAL – DISCUSSION

- A. Status of Priority Development Areas (PDAs) and Priority Production Areas (PPAs) Designation and Implementation** Robert Guerrero

(7:20 – 7:30 p.m.)
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NO DISCUSSION

- B. Regional Transportation Impact Fee (RTIF) – 3rd Quarter Update FY 2018-19** Anthony Adams
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- C. Schedule for 2020 Surface Transportation Improvement Program (STIP)** Daryl Halls
Pg. 127

- D. Summary of Funding Opportunities** Triana Crighton
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13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

No meeting in August (Summer Recess). The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, September 11, 2019**, at the Suisun Council Chambers.

STA Board Meeting Schedule for Calendar Year 2019

NO MEETING IN AUGUST – BOARD RECESS

6:00 p.m., Wednesday, September 11, 2019

6:00 p.m., Wednesday, October 9, 2019

5:00 p.m., Wednesday, November 13, 2019 (STA’s 22nd Annual Awards – City of Fairfield)

6:00 p.m., Wednesday, December 11, 2019



DATE: July 2, 2019
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 2019

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

Water Transit Feasibility Study *

Last month, the STA Board received presentations on the feasibility of both rail and express bus service and Transit Demand Service paralleling the State Route 37 Corridor. This month, staff and consultants will be presenting the results from the Water Transit Feasibility Study. This study includes a component that assessed the potential for water transit service paralleling the SR 37 Corridor, in addition to assessing the potential for water transit from multiple origins in Solano County to multiple destinations located outside of Solano County. Not surprisingly, the largest potential for expanded water transit service would result from expanding the frequency of the current service between Vallejo and San Francisco. Some limited potential for private water transit was identified in several other locations.

Solano EDC Presentation on Status of Moving Solano Forward Economic Study *

Robert Burris, the President of the Solano Economic Development Corporation (EDC), has been invited to provide a presentation to the STA Board on the status of the "Moving Solano Forward" Economic Study that was completed a couple of years. This Study contains a large amount of economic data on various economic development sites located in each of the seven cities and throughout Solano County. This Study is particularly relevant with the release by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) of their most recent Perspective Paper on Jobs. The data from the Moving Solano Forward Study can also provide helpful information as each of the seven cities and the County prepare to update the boundaries of their Priority Development Areas (PDAs) and prepare to submit new Priority Production Areas (PPAs) to ABAG by September 16, 2019.

Workshop on Extension of County Public Facility Fee (PFF) and Regional Transportation Impact Fee (RTIF) Scheduled *

The County of Solano is preparing to update its County Public Facility Fee (PFF), which includes a subcomponent called the Regional Transportation Impact Fee (RTIF) that is administered by the STA on behalf of the County and the seven cities. Since the inception of the RTIF over five years ago, an estimated \$6.45 million has been generated for the RTIF program and these revenues have funded a variety of RTIF eligible transportation projects with a nexus to growth in the adjacent area. The PFF/RTIF Workshop has been scheduled for July 10th at 4:00 p.m. prior to the STA Board meeting. At the meeting, County of Solano staff will provide an overview of the Solano County PFF and STA staff will provide an update of the RTIF program.

Status of PCAs and PDAs and New PPAs *

STA's Robert Guerrero and Triana Crighton have been coordinating with planning and public works staff from all seven cities and the County regarding modifications to the boundaries for the five designated Priority Conservation Areas (PCAs), which are primarily located in the County unincorporated areas, and the thirteen designated Priority Development Areas (PDAs), which are currently located in the seven cities. PDAs are intended to be the focus for future housing and jobs growth with access to regional transit service such as ferry, rail and express bus. New PCAs and PDAs can also be proposed. Concurrently, a new designation for areas focused on manufacturing jobs can be designated as Priority Production Areas (PPAs). Local agencies interested in making changes to existing or proposing new PCAs, PDAs or PPAs have until September 16th to submit a letter of interest to ABAG/MTC a letter of interest and must adopt a resolution making the requested designation by December.

STA Hosts Two Public Works Shops and Face Book Live Event to Showcase Draft Equity Guiding Principles

During the last week of June, STA hosted two public workshops and a Facebook Live chatroom to provide an opportunity for members of the public to review the draft guiding principles for the Equity Chapter for the Comprehensive Transportation Plan (CTP). A summary of the public input and a draft Equity Chapter will be brought back to the Equity Task Force in September and then to the STA Board in October for adoption.

New SolanoExpress Red Line Starts Service

The second phase of the two phased roll out of the revised and expanded SolanoExpress service went into service on June 30, 2019, when Solano County Transit (SolTrans) officially started the new Red Line between El Cerrito Del North BART and the Suisun City-Fairfield Amtrak Station. The Red Line was formed by combining SolanoExpress Route 80 and 85. This follows the one year, phase one rollout, which was the start-up of the Yellow Line by SolTrans and the Blue and Green Lines by Fairfield and Suisun Transit (FAST). The four route service of SolanoExpress is funded by a combination of funding partners and operated by two transit operators (FAST and SolTrans) through operating agreements with STA. STA is also funding the marketing of the service and will provide the STA Board with regular ridership and performance measure updates throughout Fiscal Year 2019-20. An updated ridership survey is scheduled to be conducted by STA in October to assist STA and the participating transit operators with performance and productivity assessments of the new service. Concurrently, the Coordinated Short Range Transit Plans (SRTPs) for the five Solano transit operators and SolanoExpress will be evaluating the connections between local transit service and the new SolanoExpress service.

New Vehicle Share Program Vans Arrive

On June 28th, STA joined with members of the Solano County Board of Supervisors, County staff, members of the Consolidated Transportation Service Agency (CTSA) Advisory Committee and the Yocha Dehe Wintun Nation in celebrating the arrival of two new wheelchair accessible vans that will be available through STA's Solano Mobility Program as part of the new Vehicle Share Program. Five Solano County based non-profits have indicated their interest in participating in the new Vehicle Share Program and they will be leasing the vehicles to drive their clients to medical appointments and other various social activities. The funding for the two

vans were provided, via the County Of Solano, by the Yocha Dehe Wintun Nation. At the event, STA provided Yocha Dehe Wintun Nation with a proclamation of appreciation. Funding for the vehicle insurance, operations and maintenance of the program is provided by STA. Program start-up is scheduled for September 2019 once the drivers from the non-profits have completed their required driver training. STA's Ron Grassi and Brandon Thomson are coordinating the start-up of this new Solano Mobility Program. The initial concept for the Vehicle Share Program was developed by retired STA staffer, Liz Niedziela. The program has been supported by the CTSA Advisory Committee, STA Board and advocated for by Solano County Supervisors Erin Hannigan and Jim Spring.

Solano Commuter Profile and Marketing Research Proposal *

Prior to 2014, the STA participated in a region-wide commuter profile through the regional rideshare effort. This effort provided valuable commuter trends and data which was beneficial to STA's ride program and transportation planning efforts, but the regional profile was discontinued several years ago. STA staff, led by Vince Ma and Lloyd Nadal, is recommending the STA bring back the commuter profile for Solano County and expand the data collection by obtaining cell phone data that provides more detailed information regarding the travel patterns of Solano County's commuters. This data will be helpful in assisting the analysis underway as part of several transit and corridor studies, and will aid STA's Employer/Commuter Programs, SolanoExpress, First Last Mile, and other STA Marketing efforts.

STA Staff Update

STA is currently recruiting to fill the vacant positions of Marketing Assistant, Assistant Planner/Planning Assistant, and Accountant/Grants Coordinator.

Attachment A is a summary of countywide and regional meetings that I attended on behalf of STA during the month of June 2019.

Attachments:

- A. Summary of Countywide and Regional Meetings (Month of June 2019)
- B. STA Acronyms List of Transportation Terms

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**SUMMARY OF COUNTYWIDE AND REGIONAL MEETINGS
IN THE MONTH OF JUNE 2019**

- June 3
 - Provided presentation to Solano 360 Committee (County of Solano and City of Vallejo) regarding SR 37/Fairgrounds Bus Stops and Interchange Projects
 - Staffed STA Board's Executive Committee
 - Meeting with Fairfield City Manager and FAST Staff regarding SolanoExpress service and Intercity Funding Agreement
- June 4
 - Meeting with Rio Vista Public Works Director on City's priority projects
 - Meeting with Fairfield City Manager and staff and developers regarding potential projects adjacent to Fairfield Vacaville Train Station
- June 5
 - Meeting with County CAO and County staff on updates to PCAs and PDAs, RHNA, SB 2 planning funds, and transportation/land use coordination
 - Meeting with County CAO and County staff on Public Facility Fee (PFF) and Regional Transportation Impact Fee (RTIF)
 - Conference call with MTC, SCTA, NVTA regarding property purchase adjacent to SR 37
- June 6
 - Attended SR 37 Policy Committee meeting in Petaluma
 - Attended North Bay MTC Commissioners/BACTA Executive Director meeting in Petaluma
- June 7
 - Attend meeting at Solano EDC in regards to Perspective Paper on Jobs and Moving Solano Forward update
 - Briefing meeting with Suisun City Mayor Lori Wilson regarding Board agenda items
 - SolanoExpress transit briefing with Mayor Wilson and Suisun City Manager
- June 10
 - Meeting with Vacaville City Coach staff regarding future funding for SolanoExpress service
 - Meeting at Vallejo City Hall with Vallejo planning and public works staff to discuss transportation, PDAs and PPAs, and housing production potential
- June 11
 - Telephone briefing with Benicia Mayor Patterson regarding Board agenda items
- June 12
 - Meeting with new Interim Fairfield Public Works Director to discuss priority projects
 - Follow up conference call with Vallejo Assistant City Manager and Planning Manager to discuss proposed Solano Housing Investment Partnership
 - Staffed STA Board Meeting in Suisun City

- June 13
 - Attended Solano EDC Executive Committee meeting at their new Fairfield office location
 - Attended SolanoExpress coordination with SolTrans Executive Director and staff
 - Attended retirement reception for CCJPB's David Kutrosky at Jack London Square
- June 14
 - Meeting with County CAO to discuss Four CCCCs, RHNA, PCAs and PDAs and the PFF/RTIF Extension
- June 17
 - Conference call with Strategic Growth Council grant program staff to discuss SGC's Affordable Housing Grant Program
- June 18
 - Participated in Regional Express Lanes Conference with focus on development of ten year region express lanes strategic plan
- June 20
 - Attended Solano Planning Directors meeting to discuss PDAs, PPAs and Solano HIP
 - Attended follow up meeting with Fairfield Interim City Manager and staff and developers to discuss proposed transportation improvements adjacent to Fairfield – Vacaville Rail Station
- June 24
 - Meeting with Suisun City Mayor Lori Wilson, Suisun City Manager to discuss proposed city visitor center as part of future STA office
- June 25
 - Attended meeting with Solano Transit Operators on electrification
 - Attended SolanoExpress Transit Consortium meeting
 - Attended meeting with FAST staff on SolanoExpress coordination issues and FAST SRTP
- June 26
 - Attended Solano City Managers Meeting
 - Attended STA TAC Meeting
 - Meeting with Suisun City Public Works Director to discuss priority projects
 - Conference call with SolTrans Executive Director and Legal Counsel to finalize SolanoExpress operating agreement for Red Line and Yellow Line
 - Attended Equity Guiding Principles Workshop in Suisun City
- June 27
 - Provided briefing for two ABAG Representatives – Supervisor Erin Hannigan and Mayor Lori Wilson
 - Helped staff 4 Cs Executive Committee
 - Attended Equity Guiding Principle Workshop in Vallejo
 - June 28 – Moderated Bay Area County Transportation Agencies Executive Director meeting in San Mateo County

A					
AADT	Average Annual Daily Traffic		FHWA	Federal Highway Administration	
ABAG	Association of Bay Area Governments		FPI	Freeway Performance Initiative	
ACTC	Alameda County Transportation Commission		FTA	Federal Transit Administration	
ADA	American Disabilities Act		G		
ADT	Average Daily Traffic		GARVEE	Grant Anticipating Revenue Vehicle	
APDE	Advanced Project Development Element (STIP)		GHG	Greenhouse Gas	
AQMD	Air Quality Management District		GIS	Geographic Information System	
ARRA	American Recovery and Reinvestment Act		H		
ATP	Active Transportation Program		HIP	Housing Incentive Program	
ATWG	Active Transportation Working Group		HOT	High Occupancy Toll	
AVA	Abandoned Vehicle Abatement		HOV	High Occupancy Vehicle	
B			HPMS	Highway Performance Monitoring System	
BAAQMD	Bay Area Air Quality Management District		HSIP	Highway Safety Improvement Plan	
BAC	Bicycle Advisory Committee		I		
BACTA	Bay Area Counties Transportation Agencies		INFRA	Infrastructure for Rebuilding America	
BAIFA	Bay Area Infrastructure Financing Authority		ISTEA	Intermodal Surface Transportation Efficiency Act	
BART	Bay Area Rapid Transit		ITIP	Interregional Transportation Improvement Program	
BATA	Bay Area Toll Authority		ITS	Intelligent Transportation System	
BCDC	Bay Conservation & Development Commission		J		
BUILD	Better Utilizing Investments to Leverage Development		JARC	Jobs Access Reverse Commute Program	
C			JPA	Joint Powers Agreement	
CAF	Clean Air Funds		L		
CalSTA	California State Transportation Agency		LATIP	Local Area Transportation Improvement Program	
CALTRANS	California Department of Transportation		LCTOP	Low Carbon Transit Operations Program (LCTOP)	
CARB	California Air Resources Board		LEV	Low Emission Vehicle	
CCAG	City-County Association of Governments (San Mateo)		LIFT	Low Income Flexible Transportation Program	
CCCC (4'Cs)	City County Coordinating Council		LOS	Level of Service	
CCCTA (3CTA)	Central Contra Costa Transit Authority		LS&R	Local Streets & Roads	
CCJPA	Capitol Corridor Joint Powers Authority		LTR	Local Transportation Funds	
CCTA	Contra Costa Transportation Authority		M		
CEC	California Energy Commission		MAP-21	Moving Ahead for Progress in the 21 st Century	
CEQA	California Environmental Quality Act		MAZ	Micro Analysis Zone	
CHP	California Highway Patrol		MIS	Major Investment Study	
CIP	Capital Improvement Program		MLIP	Managed Lanes Implementation Plan	
CMA	Congestion Management Agency		MOU	Memorandum of Understanding	
CMIA	Corridor Mobility Improvement Account		MPO	Metropolitan Planning Organization	
CMAQ	Congestion Mitigation & Air Quality Program		MTAC	Model Technical Advisory Committee	
CMGC	Construction Manager/General Contractor		MTC	Metropolitan Transportation Commission	
CMP	Congestion Management Plan		MTS	Metropolitan Transportation System	
CNG	Compressed Natural Gas		N		
CPI	Consumer Price Index		NCTPA	Napa County Transportation & Planning Agency	
CTA	California Transit Agency		NEPA	National Environmental Policy Act	
CTC	California Transportation Commission		NHS	National Highway System	
CTP	Comprehensive Transportation Plan		NOP	Notice of Preparation	
CTSA	Consolidated Transportation Services Agency		NVTA	Napa Valley Transportation Authority	
D			O		
DBE	Disadvantaged Business Enterprise		OBAG	One Bay Area Grant	
DOT	Department of Transportation		OPR	Office of Planning and Research	
E			OTS	Office of Traffic Safety	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program		P		
EIR	Environmental Impact Report		PAC	Pedestrian Advisory Committee	
EIS	Environmental Impact Statement		PCA	Priority Conservation Area	
EPA	Environmental Protection Agency		PCC	Paratransit Coordinating Council	
EV	Electric Vehicle		PCI	Pavement Condition Index	
F			PCRP	Planning & Congestion Relief Program	
FAST	Fairfield and Suisun Transit		PDS	Project Development Support	
FAST Act	Fixing America's Surface Transportation Act		PDA	Priority Development Area	
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies		PDT	Project Delivery Team	
FEIR	Final Environmental Impact Report		PDWG	Project Delivery Working Group	
			PMP	Pavement Management Program	
			PMS	Pavement Management System	

PNR	Park & Ride	STP	Federal Surface Transportation Program
POP	Program of Projects	T	
PPA	Priority Production Area	TAC	Technical Advisory Committee
PPM	Planning, Programming & Monitoring	TAM	Transportation Authority of Marin
PPP (P3)	Public Private Partnership	TANF	Temporary Assistance for Needy Families
PS&E	Plans, Specifications & Estimate	TAZ	Transportation Analysis Zone
PSR	Project Study Report	TCI	Transportation Capital Improvement
PTA	Public Transportation Account	TCIF	Trade Corridor Improvement Fund
PTAC	Partnership Technical Advisory Committee (MTC)	TCM	Transportation Control Measure
R		TCRP	Transportation Congestion Relief Program
RABA	Revenue Alignment Budget Authority	TDA	Transportation Development Act
REPEG	Regional Environmental Public Education Group	TDM	Transportation Demand Management
RFP	Request for Proposal	TE	Transportation Enhancement
RFQ	Request for Qualification	TEA	Transportation Enhancement Activity
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TEA-21	Transportation Efficiency Act for the 21 st Century
RMRP	Road Maintenance and Rehabilitation Program	TFCA	Transportation Funds for Clean Air
RORS	Routes of Regional Significance	TIF	Transportation Investment Fund
RPC	Regional Pedestrian Committee	TIGER	Transportation Investment Generating Economic Recovery
RRP	Regional Rideshare Program	TIP	Transportation Improvement Program
RTEP	Regional Transit Expansion Policy	TIRCP	Transit and Intercity Rail Capital Program
RTIF	Regional Transportation Impact Fee	TLC	Transportation for Livable Communities
RTP	Regional Transportation Plan	TMA	Transportation Management Association
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TMP	Transportation Management Plan
RTIP	Regional Transportation Improvement Program	TMS	Transportation Management System
RTMC	Regional Transit Marketing Committee	TMTAC	Transportation Management Technical Advisory Committee
RTPA	Regional Transportation Planning Agency	TNC	Transportation Network Company
S		TOD	Transportation Operations Systems
SACOG	Sacramento Area Council of Governments	TOD	Transit Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TOS	Traffic Operation System
SATP	Solano Active Transportation Plan	T-Plus	Transportation Planning and Land Use Solutions
SCS	Sustainable Community Strategy	TRAC	Trails Advisory Committee
SCTA	Sonoma County Transportation Authority	TSMO	Transportation System Management and Operations
SFCTA	San Francisco County Transportation Authority	U, V, W	
SGC	Strategic Growth Council	UZA	Urbanized Area
SJCOG	San Joaquin Council of Governments	USDOT	United States Department of Transportation
SHOPP	State Highway Operations & Protection Program	VHD	Vehicle Hours of Delay
SMAQMD	Sacramento Metropolitan Air Quality Management District	VMT	Vehicle Miles Traveled
SMART	Sonoma Marin Area Rapid Transit	VTA	Valley Transportation Authority (Santa Clara)
SMART	Safety, Mobility and Automated Real-time	W2W	Welfare to Work
SMCCAG	San Mateo City-County Association of Governments	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNABM	Solano-Napa Activity-Based Model	WETA	Water Emergency Transportation Authority
SNCI	Solano Napa Commuter Information	Y, Z	
SoHip	Solano Highway Partnership	YCTD	Yolo County Transit District
SoITrans	Solano County Transit	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SOV	Single Occupant Vehicle	ZEV	Zero Emission Vehicle
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSARP	Systemic Safety Analysis Report Program		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STBG	Federal Surface Transportation Block Grant Program		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		



**SOLANO TRANSPORTATION AUTHORITY
Draft Board Minutes for Meeting of
June 12, 2019**

1. CLOSED SESSION

PERSONNEL MATTERS (Gov't Code §54957):

Public Employee Performance Evaluation: Executive Director

Chair Price cited that there were no matters to report.

2. CALL TO ORDER

Chair Price called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Harry Price, Chair	City of Fairfield
	Thom Bogue, Vice Chair	City of Dixon
	Elizabeth Patterson	City of Benicia
	Ron Kott	City of Rio Vista
	Lori Wilson	City of Suisun City
	Ron Rowlett	City of Vacaville
	Bob Sampayan	City of Vallejo
	Jim Sperring	County of Solano

MEMBERS

ABSENT:

STAFF

PRESENT:	(In alphabetical order by last name.)	
	Anthony Adams	Project Manager
	Janet Adams	Deputy Executive Director/Director of Projects
	Karin Bloesch	Senior SR2S Program Coordinator
	Bernadette Curry	Legal Counsel
	Triana Crighton	Planning Assistant
	Susan Furtado	Accounting and Administrative Services Manager
	Ron Grassi	Director of Programs
	Robert Guerrero	Director of Planning
	Daryl Halls	Executive Director
	Vincent Ma	Marketing & Legislative Program Manager
	Johanna Masielat	Office Manager/Clerk of the Board
	Erika McLitus	Project Assistant
	Lloyd Nadal	Program Svcs. Division Manager
	Brandon Thomson	Transit Program Coordinator

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

Jack Batchelor	District Rep. for Congressman John Garamendi
Diane Feinstein	Fairfield and Suisun Transit (FAST)
Greg Folsom	City of Suisun City
George Gwynn	Suisun City Resident
Beth Kranda	Solano County Transit (SolTrans)
Jim McElroy	STA Project Manager
Matt Medill	City of Suisun City
Farhad Manourian	Sonoma-Marín Area Rail Transit (SMART)
John Sanderson	SolTrans
William Tarbox	City of Benicia

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Rowlett, and a second by Board Member Patterson, the STA Board approved the agenda. (8 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn Jr. commented on various local and regional transportation issues.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- STA Board Approval of Plan Bay Area (PBA) 2050 Projects Submittal for Solano County
- State Route (SR) 37 Rail Corridor Feasibility Study and Transit Feasibility Study Presentations
- Draft Equity Guiding Principles for Equity Chapter of Comprehensive Transportation Plan
- 2019 Solano County Pothole Report
- Programming of Fiscal Year (FY) 2019-20 State Transit Assistance Funds (STAF) Population Based Funds Focus on SolanoExpress Service and Solano Mobility Programs
- Approval of SolanoExpress Intercity Transit Funding Agreement for FY 2019-20
- Solano County Transit (SolTrans) Requests Partnership with STA to Offer Mobility Service Options for Benicia Service Area
- Programming of FY 2019-20 Transportation Development Act (TDA) Article 3 Funds Focuses on Active Transportation
- Coordination of Transportation and Housing
- Approval of STA's Overall Work Plan (OWP) for FYs 2019-20 and 2020-21
- STA Budget Updates for FY 2018-18, FY 2019-20 and FY 2020-21 Budget
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and Board Member Spering reported on the following:

1. Bay Area Toll Authority (BATA) approved STA's request of \$7.2 million for Phase 2 of the I-80/I-680/SR 12 Interchange Project which will go forward for Commission approval on June 26, 2019;
2. Requested Board Members to submit specific comments regarding the allocation and funding process related to the housing bill;

3. County of Solano, in coordination with STA and MTC, is in the process of purchasing a portion of land adjacent to State Route (SR) 37 corridor.

7. REPORT FROM CALTRANS

None presented.

8. STA PRESENTATIONS

A. State Route (SR) 37 Corridor Rail Feasibility Study

Presented by Farhad Mansourian, Sonoma-Marin Area Rail Transit (SMART)

B. SR 37 Transit Behavior and Transit Feasibility Study

Presented by Anthony Adams

C. Directors Reports:

1. Planning

2. Projects (2019 Annual Pothole Report) *presented by Erika McLitus*

3. Programs (GoGo Grandparents) *presented by Ron Grassi*

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

On a motion by Board Member Rowlett, and a second by Board Member Patterson, the STA Board approved Items A through L with the exception of Item G, STA's Overall Work Plan (OWP). (8 Ayes)

A. Meeting Minutes of the STA Board Meeting of May 8, 2019

Recommendation:

Approve the Minutes of the STA Board Meeting of May 8, 2019.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of May 29, 2019

Recommendation:

Receive and file.

C. STA's Fiscal Year (FY) 2018-19 Proposed Final Budget Revisions

Recommendation:

Adopt the STA's FY 2018-19 Proposed Budget Revisions as shown in Attachment A.

**D. Contract Amendment - Transit Finance Consultant Services –
NWC Partners**

Recommendation:

Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services for an additional amount of \$125,000 in FY 2019-20 and FY 2020-21 for a total amount not-to-exceed \$207,900.

**E. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with
Napa Valley Transportation Authority (NVTA)**

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2019-20.

F. SolanoExpress and Future SMART Station Planning in Solano County

Recommendation:

Approve the release of a Request for Proposal (RFP) for future SolanoExpress and SMART Station Planning in Solano for an amount not-to-exceed \$250,000.

Pg.

H. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2019-20 Funding Recommendations

Recommendation:

Approve the following:

1. STA Resolution No. 2019-06 for submittal of countywide coordinated claim to the Metropolitan Transportation Commission for the allocation of FY 2019-20 TDA-3 funds for the following projects:
 - A. \$201,000 for the City of Fairfield's Green Valley Rd Ridge Trail Crossing Project;
 - B. \$245,920 for the City of Vallejo ATP Cycle 2 SR2S Infrastructure Improvements;
 - C. \$100,000 for the City of Benicia's ATP Cycle 2 SR2S Infrastructure Improvements; a
 - D. \$57,000 for STA's SR2S Program Micro-Grant and Education/Outreach
2. STA Resolution No. 2019-07 for SR2S Program Micro-Grant and Education/Outreach

I. Approval of the 2019 Solano County Pothole Report

Recommendation:

Approve the 2019 Solano Countywide Pothole Report as shown in Attachment A.

J. I-80/I-680/State Route (SR) 12 Bridge Toll Allocation – Right of Way

Recommendation:

Authorize the Executive Director to enter into a funding agreement with Bay Area Toll Authorization (BATA) in an amount not to exceed \$7,200,000 for the Right of Way phase for the I-80/I-680/SR-12 Interchange Package 2 Project.

K. Establishment of Solano Housing Investment Program (SolHIP)

Recommendation:

Approve the following:

1. The establishment of the Solano Housing Investment Program (SolHIP) as defined in Attachment A;
2. \$60,000 matching funds contribution for participating member agencies to implement the SolHIP; and
3. Authorize the Executive Director to enter into a consultant contract to provide technical support for the SolHIP.

L. SolanoExpress Performance Measures Update – \$141 Cost per Vehicle Revenue Hour

Recommendation:

Approve the Performance Measure of \$141 cost per vehicle revenue hour for SolanoExpress Service for FYs 2018-19 and 2019-20.

G. Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FYs) 2019-20 and 2020-21

Recommendation:

Approve the STA's Overall Work Plan for FYs 2019-20 and 2020-21 as shown in Attachment A.

Board Member Patterson requested to add Vallejo's Rail Feasibility Study for the SR 37 Corridor to the Work Plan. Daryl Halls explained how this amendment could be added to the OWP as a future task, but not part of the SMART Feasibility Study. Board Member Spring commented regarding the requested addition.

By consensus, the STA Board voted to approve the STA's OWP for FYs 2019-20 and 2021 with the requested amendment be added as a future OWP task. (8 Ayes)

11. ACTION – FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2019-20 Proposed Budget Revision and FY 2020-21 Proposed Budget

Susan Furtado presented the final budget revision for FY 2018-19 in preparation for the annual audit that will begin following the close of the fiscal year. She also reviewed and presented the revised budget for FY 2019 -20 and the new budget for FY 2020-21. She concluded by stating that both budgets reflect the plans, projects and programs included in the STA's Overall Work Plan for the next two fiscal years.

Board/Public Comments:

Board Member Spring commended Susan Furtado for her great work and how her budget presentations are always clear detailed and concise.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2019-20 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2020-21 Proposed Budget as shown in Attachment B;
3. STA's Salary Schedule for FY 2019-20 as shown in Attachment C;
4. The new full time Accounting I/II position; and
5. FY 2019-20 Cost of Living Adjustment of 3% effective July 1, 2019.

On a motion by Board Member Patterson, and a second by Board Member Wilson, the STA Board approved the recommendation. (8 Ayes)

B. Programming of Fiscal Year (FY) FY 2019-20 State Transit Assistance Funds (STAF) Population-Based Funds

Ron Grassi presented and reviewed staff's recommendation to approve the comprehensive list of transit projects, services, and plans to be funded by the FY 2019-20 STAF, based on the STA's Overall Work Plan and include the work tasks of the SolanoExpress Transit Consortium. He added that the new STAF allocations that have been approved by the STA Board this past year includes \$500,000 for SolanoExpress to mitigate any potential financial impact to the operators or partners under the new SolanoExpress service plan approved April 2018 as follows: \$50,000 for the Vehicle Share Program approved December 2018, \$75,000 for Concierge Medical Services approved March 2019, and \$70,000 for the Coordinated Short Range Transit Plan approved April 2019.

Board/Public Comments:

None presented.

Recommendation:

Approve the programming of \$6.076 million in STAF Population Based funding for FY 2019-20 as specified in Attachment D.

On a motion by Board Member Wilson, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

C. Fiscal Year (FY) 2019-20 SolanoExpress Intercity Transit Funding (ITF) Agreement and FY 2017-18 Reconciliation

Mary Pryor presented and reviewed the annual funding process that includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. She noted that in order to allow the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. She continued by noting that FY 2017-18 audited amounts are reconciled to the planned FY 2017-18 amounts, and the planned amounts for FY 2019-20 will be estimated.

Recommendation:

Approve the following:

1. The SolanoExpress ITF reconciliation for FY 2017-18 as specified in Attachment C Tab; and
2. The FY 2019-20 ITF Agreement Amounts per transit operator as specified in Attachment C Tab 5.

On a motion by Board Member Spring, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

D. SolTrans' Request for STA to Implement the Phases of the Lyft Strategy for City of Benicia's Local Service Plan

John Sanderson, SolTrans, presented and provided an overview of the implementation process of the Lyft Strategy for the City of Benicia's Local Service Plan. She requested STA consider implementing a series of Solano Mobility First/Last Mile programs that are provided through STA's program with Lyft to service the Benicia area of SolTrans' local service area.

Board/Public Comments:

Several Board Members commended SolTrans staff for their hard work and outreach efforts in providing better and more efficient service to the elderly community in Benicia.

On a motion by Board Member Sampayan, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

11. ACTION – NON FINANCIAL ITEMS

A. Public Hearing on STA Plan Bay Area (PBA) 2050 Project Submittal

Robert Guerrero presented and reviewed the updated list of capacity projects to be submitted to the Metropolitan Transportation Commission (MTC) by the end of June as part of the PBA 2050 process. He cited that to be eligible for future state and federal transportation funds, projects must be included in this Plan and that the Plan must be fiscally constrained. He concluded by noting that the deadline for STA to submit Solano County transportation projects to MTC/ABAG is by the end of June of 2019.

At this time, Chair Price continued the public hearing at 7:20 p.m. There were no public comments. Chair Price closed the public hearing at 7:21 p.m.

Recommendation:

Approve the following:

1. Continue the public hearing; and
2. Approve Solano County projects to be submitted to MTC for inclusion in the Plan Bay Area 2050 as identified in Attachment B to this report.

On a motion by Board Member Patterson, and a second by Vice Chair Bogue, the STA Board approved the recommendation. (8 Ayes)

B. Public Hearing on Proposed Service Changes to SolanoExpress Routes 80 and 85 – New Red Line

Jim McElroy, Project Manager, presented the proposed modifications to the SolanoExpress schedules with a request to approve the changes for the new Red Line for implementation on June 30, 2019. He also reviewed the process of programming \$500,000 in FY 2019-20 STAF Funds to minimize or mitigate any potential financial impact for SolTrans under the new fare structure and service change for FY 2019-20.

At this time, Chair Price opened the public hearing at 7:28 p.m.

There were no public comments. Chair Price closed the public hearing at 7:29 p.m.

Recommendation:

1. Conduct a public hearing on the proposed modifications to the SolanoExpress schedules and approve the changes for the new Red Line for implementation on June 30, 2019; and
2. Approve programming \$500,000 in FY 2019-20 STAF Funds to minimize or mitigate any potential financial impact for SolTrans under the new fare structure and service change for FY 2019-20.

On a motion by Vice Chair Bogue, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

C. Comprehensive Transportation Plan (CTP) Equity Chapter – Release of Draft Transportation Equity Guiding Principles in Preparation for Public Input Meetings

As Chair of the Equity Working Group, Board Member Lori Wilson presented and reviewed the contents of the Equity Chapter and draft Equity Guiding Principles. She noted that these principles have been reviewed internally by staff as several STA Advisory Committee for feedback. She added that at the Working Group's meeting on May 23rd, the draft principles were further refined and that these draft principles are recommended to be taken to the workshops at the end of June for further review and public comment.

After discussion, the STA Board requested additional modifications to the draft Guiding Principles as shown below in ***bold italics***:

#2 - STA seeks to advance a just, healthy, and prosperous quality of life in all Solano County communities while addressing ***transportation*** and diverse mobility needs of our residents, businesses, and visitors.

#3 - STA values and commits to meaningful participation of Solano County's vulnerable populations in all aspects of mobility planning ***and infrastructure*** ensure that disadvantaged communities' unique and unmet needs are prioritized.

Recommendation:

Approve the Draft Transportation Equity Guiding Principles in preparation for Public Input Meetings.

On a motion by Board Member Sampayan, and a second by Board Member Spering, the STA Board approved the recommendation as amended shown above in *bold italics*.
(8 Ayes)

12. INFORMATIONAL – NO DISCUSSION

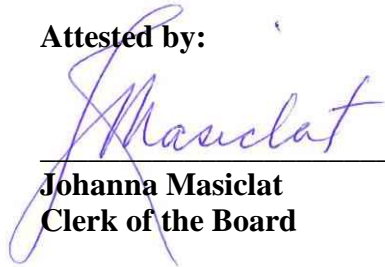
- A. SolanoExpress Intercity Fiscal Year (FY) 2018-19 Third Quarter Report**
- B. Legislative Update**
- C. Summary of Funding Opportunities**
- D. 2019 STA Board and Advisory Committee Meeting Schedule**

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was adjourned at 7:55 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, July 10, 2019**, Suisun Council Chambers.

Attested by:



Johanna Masiel
Clerk of the Board



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
June 26, 2019**

1. CALL TO ORDER

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

TAC Members

Present:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Matt Medill	City of Suisun City
	Tracy Rideout for Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent:	Robin Borre	City of Rio Vista
	Shawn Cunningham	City of Vacaville

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Katelyn Costa	STA
	Triana Crighton	STA
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Vince Ma	STA
	Johanna Masiclat	STA
	John McKenzie	STA
	Erika McLitus	STA
	Lloyd Nadal	STA
	Krishal Sharma	STA High School
	Nouae Vue	City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Terrance Davis, the STA TAC approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

STA staff made the following announcements:

1. Erika McLitus distributed a detailed report on each City's current Pavement Condition Index (PCI).
2. Ron Grassi announced the ribbon cutting event of the Solano Vehicle Share Program which will be held at 11:00 a.m., Friday, June 28, 2019 in the courtyard located in the front of the County Government Center.
3. Anthony Adams presented the Active Transportation Plan
4. Robert Guerrero announced the Active Transportation Committee is scheduled to meet at 10:30 a.m., Monday, July 1, 2019 at the STA.

Joe Leach, City of Dixon, arrived at the meeting.

5. CONSENT CALENDAR

On a motion Joe Leach, and a second by Matt Tuggle, the STA TAC approved Items A through D. (7 Ayes)

A. Minutes of the TAC Meeting of May 29, 2019

Recommendation:

Approve TAC Meeting Minutes of May 29, 2019.

B. Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – July 2019 – City of Vacaville (City Coach), Solano County Transit (SolTrans), and Solano Transportation Authority (STA)

Recommendation:

Forward a recommendation to the STA Board to approve the July 2019 TDA Matrix for FY 2019-20 which includes TDA Claims for the City of Vacaville (City Coach), Solano County Transit (SolTrans) and STA for FY 2019-20 as shown in Attachment B.

C. Submittal of Bay Area Air Quality Management District (BAAQMD) Grant for State Route (SR) 37 Corridor Transportation Demand Management (TDM) Pilot

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to jointly apply for the BAAQMD Pilot Trip Reduction Program grant along with NVTA, SCTA and TAM to pilot a coordinated TDM approach focused on reducing single-occupancy vehicle trips and congestion on the SR 37 Corridor.

D. Commuter Profile and Marketing Research Request for Proposal (RFP)

Recommendation:

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

1. Make a budget modification of \$100,000 to the Fiscal Year 2019-2020 Program's department budget; and

2. Use the funds to hire a consultant(s) to create an updated Commuter Profile of Solano County commuters and commute patterns and additional marketing research to encourage use of SolanoExpress and other alternative travel modes.

6. ACTION FINANCIAL ITEMS

- A. None.

7. ACTION NON FINANCIAL ITEMS

A. Solano-Napa Activity Based Model Update

Robert Guerrero reviewed the scope of work that addresses the deficiencies to update the model. He commented that a better performing model with up to date data is necessary for the 2019 Congestion Management Program Update and Solano Express Lanes project, and also necessary for the upcoming Short Range Transit Plan updates planned for later this year as well as any new projects requiring VMT CEQA analysis. He noted that staff recommends a continued partnership with NVTa for cost savings from common tasks and data acquisition.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work to update the Solano Napa Activity Based Model contingent on input from the STA Model Technical Advisory Committee as shown in Attachment A.

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

B. Water Transit Feasibility Study and Conceptual Plan Completion

Triana Crighton provided an update to the development of the Water Transit Feasibility Study for Solano County focusing primarily in the cities of Benicia, Rio Vista, and Vallejo. She commented that the study analyzed current feasibility for water transit and/or expansions to existing services, project ridership for specific inter-county routes, minimum thresholds for service levels, and other overall assumptions related to potential water transit services – both public and private. She concluded by noting that the Study’s ridership projections revealed low potential for ferry service from Rio Vista to Antioch, Martinez, Benicia, and Vallejo.

Recommendation:

Forward a recommendation to the STA Board to approve the 2019 Solano County Water Transit Feasibility Study and Conceptual Plan.

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

C. Legislative Update

Vince Ma reviewed staff’s recommendation for the STA Board to take a *Watch* position on SB 592, which is currently in the Assembly Committee on Housing & Community Development, and the Committee on Local Government and to *Support* H.R.3193 as it aligns with 2019 STA Legislative Objective #6: “Oppose efforts to reduce or divert funding from transportation projects.”

Recommendation:

Forward a recommendation to the STA Board to take the following position:

- *Watch* SB 592
- *Support* H.R.3193

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

At this time, City of Vacaville's Tracy Rideout requested STA staff to monitor the Governor's budget including Senate Bill (SB) 87 – Transportation. After further discussion, the TAC voted to amend the recommendation by adding a “watch” position to SB 87 – Transportation as noted below shown in ***bold italics***.

Recommendation:

Forward a recommendation to the STA Board to take the following position:

- *Watch* SB 592
- *Support* H.R.3193
- ***Watch SB 87 – Transportation***

On a motion by Tracy Rideout, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (6 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. **Regional Transportation Impact Fee (RTIF) – 3rd Quarter Update FY 2018-19**

Anthony Adams reported that for the third quarter of FY 2018-19, a total of \$378,325.05 has been collected for all RTIF districts, and that the previous 2 quarters have been well above the historical average as compared with other previous quarters. He also mentioned that the County and STA have scheduled a meeting on July 10th at 4pm at Suisun City Hall to discuss this update and any changes in fee schedules. While the meeting is focused on briefing STA Board Members and City Managers, County CAO, TAC members are welcome to attend this meeting.

B. **Schedule for 2020 Surface Transportation Improvement Program (STIP)**

Janet Adams reviewed the list of projects being considered and outlined the development schedule for the 2020 STIP.

C. **Status of Priority Development Areas (PDAs) and Priority Production Areas (PPAs) Designation and Implementation**

Robert Guerrero provided a detailed status report on the designation and implementation process of PDAs and PPAs. He noted that several funding opportunities for housing and employment production are anticipated this year and in the coming years for PDAs and PPAs from the State and the region. He cited that STA staff is recommending each agency to consider modifying their current designations in order to be eligible to take advantage of anticipated transportation and housing funding and funding for PCAs is anticipated to continue to be provided by MTC/ABAG through the OBAG as part of the next funding cycle.

NO DISCUSSION

D. Summary of Funding Opportunities

E. Draft Meeting Minutes of STA Board & Advisory Committees

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2019

9. UPCOMING TAC AGENDA ITEMS

August 2019

- A. CTP Equity & Land Use Chapters
- B. OBAG Cycle 3 Funding Guidelines and Priorities
- C. Pedestrian Safety/SR2S Summit

September - October 2019

- A. 2020 State Transportation Improvement Program (STIP)
- B. SolanoExpress Service Update
- C. Solano-Napa Activity Based Model Validation
- D. Mode Transition Plan/Parking Study Update

10. ADJOURNMENT

The meeting was adjourned at 2:40 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, August 28, 2019.**

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DATE: June 27, 2019
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – July 2019 – City of Vacaville (City Coach), Solano County Transit (SolTrans), and Solano Transportation Authority (STA)

Background:

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

The Solano FY 2019-20 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

The 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 October 2018. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2017-18 amounts were reconciled to the estimated amounts for FY 2017-18. The reconciliation amounts and the estimated amounts for FY 2019-20 are merged to determine the cost per funding partner.

Discussion:

For FY 2019-20, the following TDA claims are being brought forward for review:

City of Vacaville's TDA Summary

The City of Vacaville requests \$2,367,408 in their local TDA funds. TDA funds in the amount of \$1,372,408 will be used for operating, and \$995,000 will be used for capital projects.

Vacaville's capital projects include:

- \$235,000 to procure two (2) low-floor Paratransit bus as a replacement bus;
- \$200,000 for planning and administration of transit operations;

- \$85,000 for Compressed Natural Gas (CNG) system upgrades on dual-CNG compressor refilling station;
- \$330,000 for CNG bus upgrades;
- \$145,000 for the continuation of the City's annual transit amenities installation program (including bus shelters, transit information kiosks, solar bus shelter lighting, map cases, bus benches and trash receptacles and an asset management system to manages these valuable asset resource.

The City of Vacaville's TDA claim amounts are included in Attachment B.

SolTrans' TDA Summary

SolTrans is requesting \$4,456,035 in TDA funds for FY 2019-20. The full requested amount of \$4,456,035 will be used for operating. SolTrans' TDA claim amounts are included in Attachment B.

STA's TDA Summary

STA is requesting \$1,505,830 in FY 2019-20 TDA funds. TDA funds in the amount of \$652,636 will be used for transit programs, administration, coordination, and planning consistent with the STA's adopted budget. TDA funds in the amount of \$50,000 will be claimed against the Suisun City per the Funding Agreement between Fairfield/Suisun City and the STA. Of these TDA funds, \$20,000 will be used for operating and maintenance cost for the Suisun City AMTRAK station and \$30,000 is the Suisun City's loan repayment to STA. Solano County's TDA funds in the amount of \$808,194 are to be claimed for the Intercity Taxi Scrip Program and Faith in Action's program for \$45,000 to provide medical transportation for seniors. STA's TDA claim amounts are included in Attachment B. MTC requires a resolution to be submitted with STA's TDA Claim. The Resolution (Attachment C) is presented for the STA Board approval.

Fiscal Impact:

No additional financial impact to STA as these claim amounts are consistent with the approved FY 2019-20 STA Budget. The \$1,505,830 in TDA funds was approved in June by the STA Board as part of the FY 2019-20 Budget revision. The STA Board approval of the July 2019 TDA matrix provides the guidance needed by MTC to process the TDA claims submitted by City of Vacaville, SolTrans and STA from local TDA funds in Solano County.

The SolanoExpress Intercity Transit Consortium and STA TAC at their meetings on June 25th and 26th unanimously approved to forward the recommendations to the STA Board.

Recommendation:

Approve the following:

1. Forward a recommendation to the STA Board to approve the July 2019 TDA Matrix for FY 2019-20 which includes TDA Claims for the City of Vacaville (City Coach), Solano County Transit (SolTrans) and STA for FY 2019-20 as shown in Attachment B; and
2. STA Resolution No. 2019-08 authorizing the STA's filing of a claim with MTC for the allocation of TDA funds for FY 2019-20.

Attachments:

- A. FY 2019-20 TDA Fund Estimate for Solano County dated February 27, 2019
- B. FY 2019-20 Solano TDA Matrix for July 2019
- C. STA Resolution No. 2019-08
- D. Opinion of Counsel

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4360
Page 9 of 20
2/27/2019

FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	19,722,853		13. County Auditor Estimate		21,239,810
2. Revised Revenue (Feb, 19)	21,239,810		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,516,957	14. MTC Administration (0.5% of Line 13)		106,199
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		106,199
4. MTC Administration (0.5% of Line 3)	7,585		16. MTC Planning (3.0% of Line 13)		637,194
5. County Administration (Up to 0.5% of Line 3)	7,585		17. Total Charges (Lines 14+15+16)		849,592
6. MTC Planning (3.0% of Line 3)	45,509		18. TDA Generations Less Charges (Lines 13-17)		20,390,218
7. Total Charges (Lines 4+5+6)		60,679	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,456,278	19. Article 3.0 (2.0% of Line 18)		407,804
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		19,982,414
9. Article 3 Adjustment (2.0% of line 8)	29,126		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		1,427,152	22. TDA Article 4 (Lines 20-21)		19,982,414
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,427,152			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
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	767,550	8,994	776,544	(956,448)	0	378,679	29,126	227,901	407,804	635,705
Article 4.5										
SUBTOTAL	767,550	8,994	776,544	(956,448)	0	378,679	29,126	227,901	407,804	635,705
Article 4/8										
Dixon	1,474,407	17,511	1,491,918	(1,268,791)	0	821,240	63,165	1,107,531	903,994	2,011,525
Fairfield	5,209,597	60,294	5,269,891	(6,622,220)	60,133	4,858,030	373,649	3,939,482	5,277,659	9,217,141
Rio Vista	532,756	6,110	538,866	(33,890)	0	383,810	29,520	918,306	417,466	1,335,772
Solano County	1,674,281	16,559	1,690,840	(948,412)	0	843,581	64,883	1,650,892	892,044	2,542,936
Suisun City	46,475	1,204	47,678	(1,293,143)	0	1,246,669	95,886	97,090	1,326,366	1,423,456
Vacaville	9,878,356	115,298	9,993,654	(6,771,323)	0	4,189,863	322,257	7,734,451	4,497,114	12,231,565
Vallejo/Benicia	7,936,315	99,041	8,035,356	(11,277,310)	0	6,212,067	477,792	3,447,905	6,667,772	10,115,677
SUBTOTAL	26,752,185	316,017	27,068,203	(28,215,089)	60,133	18,555,260	1,427,152	18,895,657	19,982,414	38,878,071
GRAND TOTAL	\$27,519,736	\$325,011	\$27,844,747	(\$29,171,537)	\$60,133	\$18,933,939	\$1,456,278	\$19,123,558	\$20,390,218	\$39,513,776

1. Balance as of 6/30/18 is from the MTC FY2018-19 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 6/30/18, and FY2018-19 allocations as of 1/31/19.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2019-20 TDA Matrix

WORKING DRAFT

Date Prepared 17-Jun-19
STA Board Action 10-Jul-19

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY19-20 TDA Revenue Estimate from MTC	1	\$ 903,994	\$ 5,277,659	\$ 417,466	\$ 1,326,366	\$ 4,497,114	\$ 6,667,772	\$ 892,044	\$ 19,982,415
Projected Carryover from MTC	1	\$ 1,107,531	\$ 3,939,482	\$ 918,306	\$ 97,090	\$ 7,734,451	\$ 3,447,905	\$ 1,650,892	\$ 18,895,657
Available for Allocation per MTC	1	\$ 2,011,525	\$ 9,217,141	\$ 1,335,772	\$ 1,423,456	\$ 12,231,565	\$ 10,115,677	\$ 2,542,936	\$ 38,878,072
FY18-19 Allocations / Returns after 1/31/19	1			\$ (311,406)			\$ (12,633)		\$ (324,039)
Total TDA Revenue Available for Allocation		\$ 2,011,525	\$ 9,217,141	\$ 1,024,366	\$ 1,423,456	\$ 12,231,565	\$ 10,103,044	\$ 2,542,936	\$ 38,554,033
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 10,000	\$ 40,000	\$ 5,000		\$ 70,000	\$ 85,000	\$ 598,194	\$ 808,194
Paratransit	3					\$ 198,928	\$ 970,116		\$ 1,169,044
Local Taxi Scrip	3					\$ 33,400	\$ 10,500		\$ 43,900
<i>Subtotal Paratransit</i>		<i>\$ 10,000</i>	<i>\$ 40,000</i>	<i>\$ 5,000</i>	<i>\$ -</i>	<i>\$ 302,328</i>	<i>\$ 1,065,616</i>	<i>\$ 598,194</i>	<i>\$ 2,021,138</i>
Local Transit Service	3					\$ 1,340,080	\$ 2,029,651		\$ 3,369,731
SolanoExpress Intercity Bus									
To FAST	4	\$ 111,026	\$ 794,838	\$ -	\$ 156,968	\$ 685,577	\$ 167,904	\$ 104,975	\$ 2,021,287
To SolTrans	4	\$ 10,748	\$ 130,907	\$ -	\$ 30,625	\$ 62,300	\$ 909,206	\$ 64,914	\$ 1,208,700
<i>Subtotal SolanoExpress Intercity Bus</i>		<i>\$ 121,774</i>	<i>\$ 925,744</i>	<i>\$ -</i>	<i>\$ 187,593</i>	<i>\$ 747,877</i>	<i>\$ 1,077,110</i>	<i>\$ 169,889</i>	<i>\$ 3,229,986</i>
Transit Capital	3					\$ 795,000	\$ -		\$ 795,000
STA Planning	6	\$ 26,672	\$ 157,779	\$ 12,465	\$ 40,489	\$ 136,078	\$ 201,755	\$ 27,398	\$ 602,636
Swaps / Other									
LCTOP swap: Dixon to claim from SolTrans for FY18-19 funding shares	7						\$ 40,166		\$ 40,166
State of Good Repair swap: Dixon to claim from SolTrans for FY18-19 funding shares	7						\$ 1,081		\$ 1,081
LCTOP swap: Rio Vista to claim from SolTrans for FY18-19 funding shares	8						\$ 18,569		\$ 18,569
State of Good Repair swap: Rio Vista to claim from SolTrans for FY18-19 funding shares	8						\$ 356		\$ 356
LCTOP swap: Vacaville to claim from SolTrans for FY18-19 funding shares	9						\$ 202,964		\$ 202,964
State of Good Repair swap: Vacaville to claim from SolTrans for FY18-19 funding shares	9						\$ 4,081		\$ 4,081
Intercity Bus Replacement Plan, Claimed by FAST	10								\$ -
Intercity Bus Replacement Plan, Claimed by SolTrans	10					\$ 237,068			\$ 237,068
SolanoExpress Transit Signal Prioritization	11							\$ 63,000	\$ 63,000
Suisun City Train Station, claimed by STA	12				\$ 50,000				\$ 50,000
Faith in Action, claimed by STA	13							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 50,000</i>	<i>\$ 237,068</i>	<i>\$ 267,217</i>	<i>\$ 108,000</i>	<i>\$ 662,285</i>
Total To Be Claimed by All Agencies		\$ 158,446	\$ 1,123,523	\$ 17,465	\$ 278,082	\$ 3,558,431	\$ 4,641,349	\$ 903,481	\$ 10,680,776
Balance		\$ 1,853,079	\$ 8,093,618	\$ 1,006,901	\$ 1,145,374	\$ 8,673,134	\$ 5,461,695	\$ 1,639,455	\$ 27,873,257

Notes

- (1) MTC February 27, 2019 Fund Estimate; Reso 4220; columns I, H, J; FY18-19 Allocation to Rio Vista (including swap with SolTrans) not processed by MTC prior to 1/31/19
- (2) STA will be claimant. Amounts subject to change.
- (3) From each agency's annual TDA claim. Vacaville includes transit ops and Planning & Admin. SolTrans total reduced by \$237,068 for Vacaville bus replacement repayment.
- (4) Based on FY 2017-18 reconciliation and FY 2019-20 Intercity Transit Funding Agreement forecast
- (5) (Not used)
- (6) Claimed by STA from all agencies per formula; approved by STA Board March 13, 2019
- (7) Dixon to claim from SolTrans per March 7, 2019 and March 29, 2019 swap letters
- (8) Rio Vista to claim from SolTrans per February 27, 2019 and March 26, 2019 swap letters
- (9) Vacaville to claim from SolTrans per March 19, 2019 and April 5, 2019 swap letters
- (10) From Intercity Bus Replacement Plan approved by STA Board on February 13, 2019. Vacaville amount claimed by SolTrans for repayment of advance.
- (11) To be claimed by FAST per February 13, 2019 STA Board item 11.C.
- (12) To be claimed by STA for Suisun Amtrak station maintenance
- (13) To be claimed by STA for Faith in Action

RESOLUTION NO. 2019-08

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2019-20

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

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

WHEREAS, TDA funds from the Local Transportation Fund of Solano County may be required by claimant in Fiscal Year 2019-20 for the purposes of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2019-20.

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

Harry Price, Chair
Solano Transportation Authority

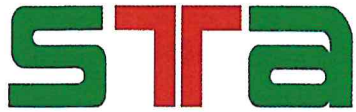
Passed by the Solano Transportation Authority (STA) Board on this 10th day of July 2019 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of July 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

OPINION OF COUNSEL

DATE: June 26, 2019
TO: Metropolitan Transportation Commission
FROM: Solano Transportation Authority Legal Counsel
RE: Eligibility for Transportation Development Act and/or State Transit Assistance Funds

This communication will serve as the requisite opinion of counsel in connection with the application of Solano Transportation Authority for an allocation of Transportation Act (TDA) and/or State Transit Assistance funds (STAF).

- 1. The Solano Transportation Authority is authorized to perform the projects for which funds are requested for the purpose of transit operations, paratransit operations, planning, administration passenger rail and capital projects.
2. The Solano Transportation Authority is an eligible claimant for Transportation Development Act (TDA) pursuant to Public Utilities Code Sections 99400, 99402, and 99313.
3. I have reviewed the pertinent state and local laws, and I am of the opinion that there is no legal impediment to Solano Transportation Authority making applications for TDA and/or STAF funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed capital projects or the ability of the Solano Transportation Authority to carry out such projects.

Sincerely,

Bernadette S. Curry (handwritten signature)

Bernadette S. Curry
Solano Transportation Authority Legal Counsel

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DATE: June 25, 2019
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
RE: Submittal of Bay Area Air Quality Management District (BAAQMD) Grant for State Route (SR) 37 Corridor Transportation Demand Management (TDM) Pilot

Background:

State Route 37 (SR 37) traverses through Sonoma, Marin, and Solano counties in highly sensitive marshland in the northern portions of the San Francisco Bay wetlands. The 21-mile corridor is an important regional connection linking the east and west portions of the North Bay Area by connecting I-80 and SR 101. Portions of SR 37 are highly congested during weekday commute periods but also on the weekends. The corridor is heavily traveled on the weekends by recreational travelers visiting the wine country in both the Napa and Sonoma valleys. Portions of the corridor between SR 121 and Mare Island experience large amounts of delay due to the highway narrowing down from four to two lanes.

The four North Bay County Transportation Agencies (CTAs), Napa Valley Transportation Authority (NVTa), Transportation Authority of Marin (TAM), Solano Transportation Authority (STA), and Sonoma County Transportation Authority (SCTA), formed a policy committee to address congestion and sea level rise along the corridor. The SR 37 Policy Committee is currently meeting regularly and evaluating near-and long-term improvements for the corridor.

Discussion:

NVTa recently published a SR 37 Travel Behavior and Transit Feasibility Study, in coordination with STA and the two other County Transportation Agencies, to understand the demand and propensity to use transit and non-single occupant vehicle options on SR 37 to relieve congestion and address equity concerns. The study presented a summary of a four-step right-sized transit analysis approach and methodology along with an evaluation of potential transit options including future considerations. The intent is that the improvements recommended as part of this study will incrementally reduce the number of single-occupant vehicles, thus reducing congestion, along SR 37 as near-term and long-term highway infrastructure improvements are implemented.

The four North Bay County Transportation agency staff who oversee the Transportation Demand Management (TDM) programs recently met in May 2019 to address near-term improvements based on the study. The study pointed out that the corridor serves lower density, dispersed development patterns with a high percentage mostly traveled by those earning below Bay Area median income and for long-distance work trips. Also 19% of corridor commuters are already carpooling.

All four agency staff agreed to work together to identify ways to utilize existing and planned new Park & Ride lots for carpooling, provide first-last mile solutions from Park & Ride lots to employment centers and provide a more streamlined app-based approach for commuters. Since

STA and three of the four counties (Marin and Napa) are already using the same online platform (Ride Amigos) to incentivize users, staff will jointly coordinate pilot incentive programs (i.e. Emergency Ride Home) for SR 37 commuters.

There is a potential funding opportunity for a TDM pilot on the 37 corridor through BAAQMD's Pilot Trip Reduction Program grant since the program is undersubscribed. All four agency staff were aligned with applying for this funding to further enhance near term improvements along SR37 to address traffic congestion and strategic TDM coordination among the four counties. The total funding amount to be requested is estimated at \$100,000.

Fiscal Impact:

None at this time. The intent is to seek a BAAQMD grant to fully fund this pilot. If successful, a portion of the grant funding would be utilized to support STA's Ride Amigos effort.

Recommendation:

Authorize the STA Executive Director to jointly apply for the BAAQMD Pilot Trip Reduction Program grant along with Napa Valley Transportation Authority (NVTA), Sonoma County Transportation Authority (SCTA) and Transportation Authority of Marin (TAM) to pilot a coordinated TDM approach focused on reducing single-occupancy vehicle trips and congestion on the SR 37 Corridor.



DATE: July 1, 2019
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Contract Agreement for Transit and Mobility Programs Services

Background:

On December 30, 2017, Elizabeth (“Liz”) Niedziela retired from Solano Transportation Authority (STA) after 10 years of service as the Transit Program Manager. Liz was responsible for STA focusing on transportation mobility for older adults and people with disabilities. She identified funding that enabled the implementation of the Solano Mobility program. Liz facilitated the designation of the STA as the Consolidated Transportation Services Agency for Solano County. She coordinated the first Older Adults and People with Disabilities Transportation Plan, several mobility summits, and identified funding for the Solano Mobility Call Center, Travel Training and Countywide In-Person ADA Eligibility Assessment Program. Through Liz’s efforts, STA receive statewide recognition for the Solano Mobility Program.

During the month of November 2017, in anticipation of Liz Niedziela’s retirement, STA conducted a recruitment for a new Transit Program Manager. Numerous applications and resumes were received; however, after a thorough screening and interview process, a suitable candidate was not identified. Liz Niedziela has 10 years of experience as the Transit Program Manager for STA. Her extensive work experience developing transit and mobility programs is difficult to replace.

Discussion:

In an effort to maintain continuity on several special projects in the Programs Department, the requested action is continue to utilize Liz Niedziela as a temporary employee (extra help retired annuitant) to support the Programs Department. The agreement would be effective July 16, 2019 for a period of 1 year, not-to-exceed 900 hours. The Programs Department has many projects currently on a critical path such as finalizing the 2019 Mobility Report for Older Adults and People with Disabilities, Community Base Transportation Plan for the City of Vallejo, Caltrans section 5310 Grant to improve mobility for older adults and people with disabilities. Coordinated Short Range Transit Plan (SRTP), Solano Express Ridership Survey and the Transportation Development Act (TDA) Claim for STA. The ability to have Liz Niedziela available to provide technical assistance, insight, and feedback during the next year is critical to the continued success of these mobility and transit projects.

Fiscal Impact:

The FY 2019-20 Adopted Budget includes sufficient funding to execute an agreement with Elizabeth Niedziela for 900 hours over a period of one year for an amount not-to-exceed \$50,000.

Recommendation:

Authorize the Executive Director to execute a one year agreement with Elizabeth Niedziela for Transit and Mobility Programs Services for an amount not-to-exceed \$50,000.

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DATE: June 28, 2019
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Authorize to Auction Former Solano Paratransit Bus

Background:

The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In 1995, the STA took over management from the County of Solano of the Solano Paratransit service through a contract with Fairfield and Suisun Transit (FAST) after a non-profit could no longer provide the service.

Solano Paratransit was the ADA-Plus (meaning it exceeds the service area required by ADA) paratransit service that provided this service in eastern Solano County. It operated Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas of central and eastern Solano County.

In May 2009, the STA Board approved the dissolution of Solano Paratransit effective July 1, 2009 at the request of FAST. At that time, the STA no longer managed paratransit service and the vehicles were designated to be reassigned to FAST and SolTrans. STA staff worked with transit staff to identify how to best utilize the nine vehicles in Solano County. In June 2009, the STA Board authorized the Executive Director to develop a plan for the reassignment of the Solano Paratransit buses between Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans).

Discussion:

FAST recently informed STA that a former Solano Paratransit vehicle, Bus Number 707, has severely exceeded its useful life benchmark and is no longer being used as a spare vehicle. Bus Number 707 was built in 2002 and has a useful life benchmark of seven years. Given that the vehicle is 10 years past its useful life benchmark and it will not be used as a spare vehicle, staff recommends it be auctioned off. Thus, FAST staff has delivered the vehicle to Capitol Auctions, located in Vallejo, to be sold in auction. It is recommended the proceeds be allocated to the SolanoExpress Bus Replacement Plan for the benefit of participating agencies.

Recommendation:

Authorize the Executive Director to Auction former Solano Paratransit Bus Number 707 and allocate the proceeds to the SolanoExpress Bus Replacement Plan.

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DATE: June 26, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Anthony Adams, Project Manager
RE: Approval of State Route (SR) 37 Funding Agreement for Land
Acquisition between the Bay Area Toll Authority, Solano County and the
Solano Transportation Authority

Background:

State Highway 37 (SR 37) is a regionally significant highway linking the north, east and west San Francisco Bay sub-regions. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County and crossing through Sonoma County and portion of Napa County along the way. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by San Francisco Bay Conservation and Development Commission (BCDC) and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

In February 2019, the Board approved the STA entering into a Memorandum of Understanding (MOU) for the delivery of the corridor improvements. As part of these improvements, land acquisition will be required for not only the highway widening and realignment, but also for environmental preservation and enhancements.

The US Fish and Wildlife Service (Service) manages the San Pablo Bay National Wildlife Refuge, which lies along the north shore of the San Pablo Bay this Refuge surrounds the SR 37 Corridor and includes properties within the Solano, Napa and

Sonoma Counties. The Refuge includes open bay/tidal marsh, mud flats and managed wetlands which provide critical habitat for migratory birds and endangered species.

Discussion:

The US Fish and Wildlife is seeking funding approval from the Migratory Bird Conservation Fund to purchase the subject property from the Migratory Bird Conservation Commission (MBCC). The authority to approve the funds, has been delegated to the Executive Director of the California Fish and Game Commission, and as a condition of approval, Napa and Solano Counties support was required in order to approve the funds. The property is within the approved boundary of the Refuge, approved by the Migratory Bird Conservation Commission. Acquisition of the property by the Service is proposed and they intend to manage the lands (Attachment A). The Service has entered into a purchase agreement to acquire 420 acres at the border of Napa and Solano Counties directly adjacent to SR 37. 358 acres is located within Solano County (APN 0067-020-030) and the remainder is within Napa County. The property is tidal marsh lands and was used as recreational duck hunting. Minimal restoration by the Service is anticipated, which would include more tidal circulation in the ponds, improve the food source and reduce mosquito population. The property is under private ownership and zoned Exclusive - Agriculture 20-acre minimum. The General Plan land use designation is Marsh and not encumbered by a Williamson Act Contract. Developable potential for the property is limited due to environmental constraints. Acquisition and management by the Service is intended to secure the environmental value of the land.

Should the Service acquire the entire lands as sought, the SR 37 Corridor Project could not purchase the lands for the project as they will automatically be placed in the Refuge. As such, as a condition of support by Solano County for the purchase of the lands by the Service, 50 acres directly adjacent to SR 37, will be purchased by the Project and held by Solano County until necessary for the Project.

The estimated cost of the lands is between \$7,000 to \$8,000 per acre. Solano County would initially purchase the 50 acres concurrently with the Service acquiring the remaining lands, then the Project will reimburse the County for this cost. Staff is seeking authorization for the Executive Director to enter into a Funding Agreement with BATA, the STA and Solano County for this purpose as outlined in the Term Sheet (Attachment B). This activity is an example of the partnership the STA, BATA, and the County of Solano have developed to deliver the SR 37 Corridor.

Fiscal Impact:

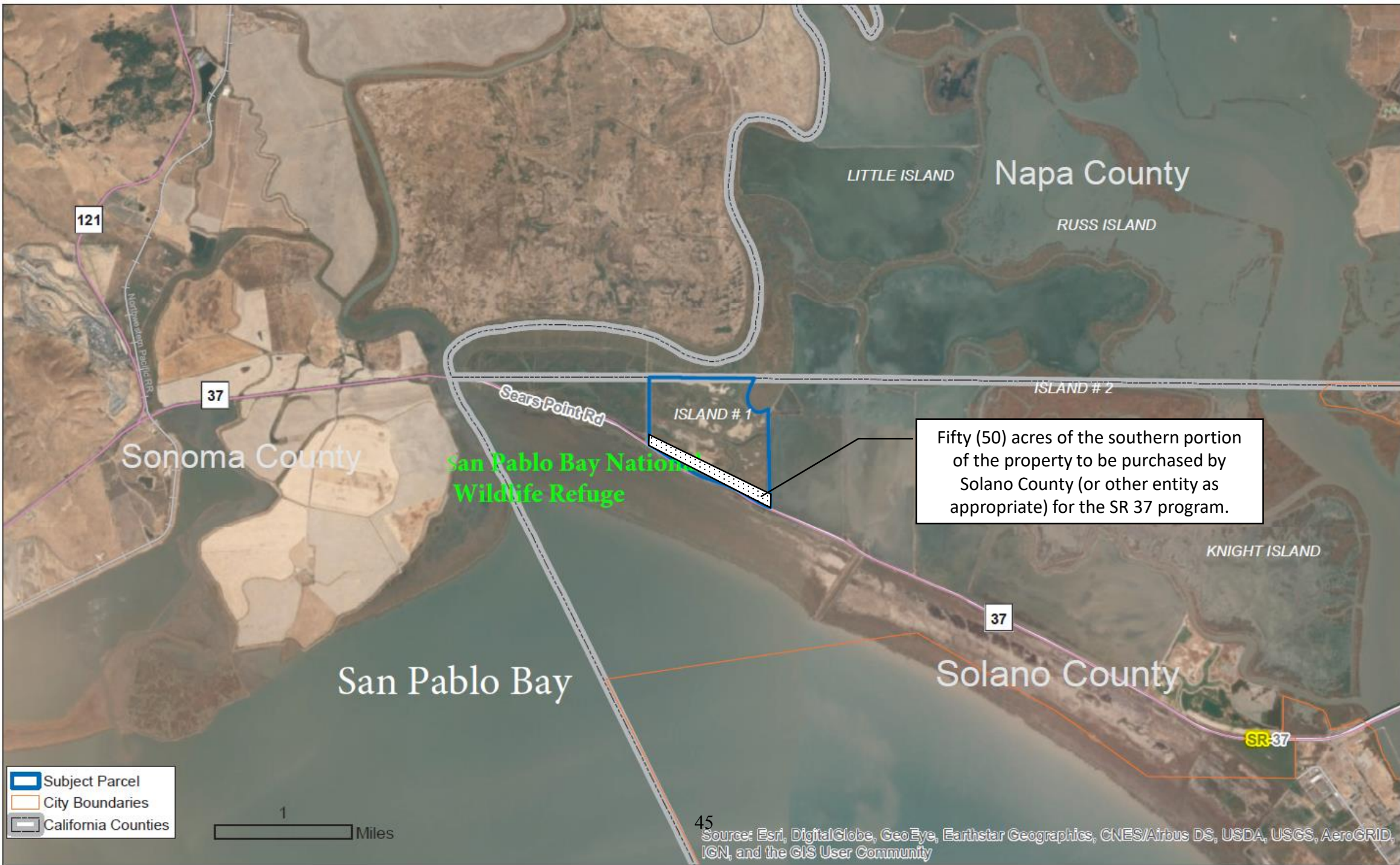
Acquisition of property by the Solano County is expected to not exceed \$400,000. The Funding Agreement will provide for the reimbursement of the County's property purchase with bridge toll funds provided by BATA. There is no fiscal impact to the STA.

Recommendation:

Authorize the STA Executive Director to enter into a Funding Agreement between BATA and Solano County for 50 acres of property acquisition along the SR 37 Corridor per Attachments A and B.

Attachments:

- A. Property Map
- B. SR 37 Property Acquisition Term Sheet



Fifty (50) acres of the southern portion of the property to be purchased by Solano County (or other entity as appropriate) for the SR 37 program.

- Subject Parcel
- City Boundaries
- California Counties

1 Miles

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Draft Term Sheet 06/10/2019

Resilient SR 37 Program Property Purchase and Use Agreement

Parties: Bay Area Toll Authority (“BATA”)

Solano Transportation Authority (“STA”)

Solano County (“County”)

Background:

1. Working cooperatively, the STA in partnership with BATA and Caltrans have developed The Resilient SR 37 Program, which aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of a number of low-lying areas throughout the corridor.
2. BATA, Caltrans, and the four north bay transportation agencies; STA, the Sonoma County Transportation Authority (“SCTA”), Transportation Authority of Marin (“TAM”) and Napa Valley Transportation Authority (“NVTA”) completed a SR 37 Transportation and Sea Level Rise Corridor Improvement Plan that identified Segment B between and including Sears Point to the Mare Island Bridge (referred to herein as the “Segment B”) as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Segment B is the priority segment. Subsequently, BATA, STA, SCTA, TAM and NVTA prepared a Project Initiation Document (PID) for Segment B improvements and submitted it to Caltrans for review and approval. This PID was approved by Caltrans on December 28, 2018.
3. On November 8, 2018 the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the Metropolitan Transportation Commission for funding consideration under Regional Measure 3, as follows: \$15 million to STA for Segment C-Fairgrounds Interchange, \$20 million to SCTA for Interim Segment B Environmental and Design Phases, \$4 million to SCTA for Environmental Phase for SR 37/121 improvements, \$3 million to TAM for Segment A levee study, and \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.
4. On June 26, 2019 BATA invested an additional \$20 million for the Segment B project. Of these BATA funds, \$8 million is available in Fiscal Year 2019-20.

5. As part of the Resilient SR 37 Program, the parties have determined that Parcel 0067-020-030 (“Property”), Attachment A, is needed as part of the Program. The Property is directly adjacent to the existing SR 37 highway.
6. On May 18, 2019 United States Fish and Wildlife Service (“USFWS”) requested support from Solano County Board of Supervisors to purchase this Property. The Property is approximately 420 acres, of which 358 acres is located in Solano County, the remaining portion is located in Napa County. The USFWS proposed to add this property to the San Pablo Bay National Wildlife Refuge (“Refuge”).
7. Should the entire Property be included in the Refuge, this could have a negative impact on the ability of the Resilient SR 37 Program to fulfill the goals of adaptation to Sea Level Rise and Ecological enhancements.
8. As a condition of support for the USFWS to purchase the Property, a Solano County will purchase 50 acres of the Property that abut the current highway right-of-way. County will purchase, through financial support from STA/BATA, these 50 acres of the Property which will cost approximately \$7,000 to \$8,000 per acre.
9. The County will complete the lot line adjustment or parcel split.
10. The parties (County and USFWS) will enter into a joint escrow, in which the 50 acres will be purchased by the County.
11. The Property will be owned by the County and be made available to the Resilient SR 37 Program at no cost.
12. The Resilient SR 37 Program will be recognized as either BATA or STA for purposes of this Agreement.
13. Escrow is expected to occur in July 2019.

Basic Terms of Agreement:

Total STA or BATA Contribution to County

1. Parties agree that the 50 acres value is estimated to be \$7,000 to \$8,000/acre. The maximum contribution to the County is \$400,000. USFWS will provide final amount per acre.
2. Parties agree that this maximum contribution shall be considered full and complete payment for the 50 acres.
3. Reimbursement to the County shall be made within 60 days of the close of escrow.

Use of Property

1. Parties agree that the Property is to be used for purposes related to the Resilient SR 37 Program. This use is at the sole discretion of the STA/BATA.

Property Ownership:

1. County agrees to hold the Property until its use is needed for the Resilient SR 37 Program. There is no set timeframe for this use.
2. County shall not sell the Property or use it for any purpose. At such time the Property is required for the Resilient SR 37 Program, the County will work corporately with the STA/BATA to transfer ownership

The parties agree that this term sheet has been developed for negotiating purpose only and that no binding agreement between the parties shall exist until a written agreement has been approved by the respective governing bodies of the parties and executed by authorized officials of the parties.

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DATE: July 1, 2019
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Pedestrian Advisory Committee (PAC) Member Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) is responsible for providing funding and policy recommendations to the STA Board on pedestrian-related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan. The Committee is seeking to fill three vacancies at this time – Member-At-Large, Suisun City, and City of Vacaville.

Membership consists of representatives from the seven cities, the County, and one member-at-large. The representatives are nominated either by their respective city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

Discussion:

The City of Vacaville has recommended Aaron Trudeau as their representative to the PAC. Mr. Trudeau was previously serving on the PAC as the representative for Suisun City, but has since moved to Vacaville and requested his membership on the PAC reflect that as the Vacaville spot was vacant. Attached is a letter from Vacaville confirming Mr. Trudeau's approval via City Council – as well as his PAC Interest form.

Fiscal Impact:

None.

Recommendation:

Appoint Aaron Trudeau to represent the City of Vacaville on the PAC for a three-year term to expire on August 31, 2022.

Attachments:

- A. Letter from Vacaville and PAC Interest Form

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CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, CALIFORNIA 95688-6908
www.cityofvacaville.com
707-449-5100

RON ROWLETT
Mayor

DILENNA HARRIS
Vice Mayor

RAYMOND BEATY
Councilmember

MITCH MASHBURN
Councilmember

NOLAN SULLIVAN
Councilmember

ESTABLISHED 1850

June 26, 2019

Johanna Masiclat
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Appointment of Representative to the STA's Pedestrian Advisory Committee

Dear Johanna:

At last night's Council meeting, the Vacaville City Council confirmed the appointment of Aaron M. Trudeau for a 3-year term as Vacaville's representative to the STA's Pedestrian Advisory Committee. Mr. Trudeau's contact information is:

Aaron M. Trudeau
140 Vine Place
Vacaville, CA, 95688
(405) 821-3147
aarontrudeau576@yahoo.com

If you have any questions, please call me at (707) 449-5112. Thank you.

Sheila Ernst
Deputy City Clerk



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
NOMINATION/STATEMENT OF INTEREST FORM**

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.* For a complete list of vacancies and the application form, please visit STA's website at www.sta.ca.gov.

Nominee: Aaron M. Trudeau
Address: 140 Vine Place, Vacaville, CA, 95688
Phone: 405-821-3147
E-mail: aarontrudeau576@yahoo.com
Vacancy Interested in for Consideration: Pedestrian/Bicycle Advisory Committee

Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:

Due to such a passive stance I have taken with the community over the previous years while working on education, I have found myself dismayed I had taken such an inert role. Recently I have noted and witnessed areas in our wonderful community which need improvement and additional management. I knew at that moment it was now time for me to take a more aggressive and proactive role in our community, putting my education, training, and experience to work for the people and the City of Vacaville. I am applying accordingly as so I can contribute my skill sets and energy to the teams of wonderful people appointed help this city to reach its potential and make our community as great as we know it can be. I hold five college degrees of various scope as follows; Associates Degree of Applied Science in Aerospace Maintenance Technology, Associates Degree of Applied Science in Instruction and Military Science, Bachelors of Arts in Liberal Sciences, Masters of Arts in Organizational Leadership. I am currently a student in the Doctorate of Education program with a focus in Organizational Leadership. I look forward to serving my community and helping to bring it to its full potential. Thank you in advance for your consideration. +

Please submit form to: Triana Crighton, Planning Assistant, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA, 94585, by email tcrighton@sta.ca.gov or fax to (707) 424-6074. If you have questions, please contact Triana Crighton at (707) 399-3230.

*To serve as a representative, nominee must be a resident of the City, County, or fit the agency requirements. City, County, or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.

Submit by Email



DATE: July 2, 2019
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: STA Plan Bay Area 2050 Projects Submittal Board Resolution

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a fiscally constrained long range transportation plan that forecasts future transportation needs and projects. As required by California Senate Bill 375, the RTP also includes a component that promotes sustainable communities and provides policies to reduce greenhouse gas emissions. Another important aspect of the RTP is that it is the required regional planning document for programming federal funds.

MTC has begun to develop the next RTP, Plan Bay Area 2050. The last RTP, called the Plan Bay Area 2040, was completed in 2017. The STA was requested to submit RTP projects for Solano County with a forecasted revenue budget of \$2.4 Billion. Primary considerations for the RTP project submittals include the following:

- Is the project included in an adopted STA plan;
- Will open for operation after 2021 and by year 2050;
- Will seek federal, state, or regional funding;
- Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);

Discussion:

The STA Board approved the STA PBA Project submittals at their June 12th Board meeting, however, a resolution is also required by MTC. STA staff is requesting the Board approve a resolution at this time consistent with their action last month in order to satisfy this request. The STA Board approved the STA PBA Project submittals after an extensive public outreach that included staff meetings with each advisory committee, a PBA Public Workshop and a separate PBA Public Hearing.

It is anticipated that the Solano County Plan Bay Area 2050 budget for the projects submittal will be reduced later this Fall. STA will have to adjust the project list to reflect the revised county budget and will consider the orange highlighted projects (Tier 2) for potential removal at that time. Further consultation with the TAC and SolanoExpress Consortium will take place before any recommendations are made to the Board on this issue.

It should be noted that this process is more critical for transportation projects that anticipate federal, state, or regional funding over the next four years. A new RTP is required after four years.

Fiscal Impact:

None directly at this time.

Recommendation:

Approve the following:

1. STA Resolution No. 2019-09 for adopting the proposed 2021 Regional Transportation Plan (RTP) Projects List for submittal to the Metropolitan Transportation Commission (MTC) as shown in Attachment A; and
2. The proposed 2021 Regional Transportation Plan (RTP) Projects List as shown in Attachment B.

Attachment:

- A. STA Resolution No. 2019-09
- B. Approved Solano Plan Bay Area 2050 Projects

RESOLUTION NUMBER 2019-09

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY'S ADOPTING THE
PROPOSED 2021 REGIONAL TRANSPORTATION PLAN (RTP) PROJECTS LIST FOR SUBMITTAL
TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

WHEREAS, the Solano Transportation Authority (hereinafter the "Authority") has been designated as the Congestion Management Agency (CMA) by the cities and County of Solano; and

WHEREAS, as the Bay Area's Metropolitan Planning Organization (MPO), MTC is required by federal and state regulations to prepare a Regional Transportation Plan (RTP) and update it every four years; and

WHEREAS, MTC is in the process of preparing the RTP for 2021 called Plan Bay Area 2050; and

WHEREAS, the Authority is committed to working collaboratively with MTC, Caltrans and it's member agencies to manage corridor congestion, better link transportation and land use, and provide effective transportation facilities and services that enhance mobility in an environmentally sensitive manner, and

WHEREAS, the Authority has had broad public input on Solano's RTP Project submittals as part of public committee meetings through March and April 2016, an RTP Public Workshop and separate RTP Public Hearing on May 8th, 2019; and

WHEREAS, the Authority reviewed this item and unanimously approved the Solano RTP Project submittal at their June 12th, 2019 Board meeting; and **NOW**,

THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby formally adopts the Solano RTP Project submittal by resolution as requested by MTC.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day of July 2019 by the following vote:

Harry Price, STA Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of July 2019 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 10th day of July 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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Overall RTP Project List by Subcategory

Jurisdiction	Project Type	Project Title	Project Description	Requested Regional Funds (MTC Calculated Year of Expenditure)	Committed Funds	Local Funds	Total Cost	Year of Expenditure	Plan
Dixon	Overcrossing	Parkway Blvd Overcrossing	Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd; Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders and reconstruct roadway	\$ 8,000,000	\$ 1,060,000	\$ 4,000,000	\$ 12,000,000	2024	RTP 2040
Fairfield	Parking	Fairfield-Vacaville Train Station Building, Access, and Parking	Construction of a station building to provide shelter and seating for transit passengers. Construction of an access road into the station to improve route efficiency, and safe ingress and egress for buses, pedestrians, and bicyclists. Parking lot expansion and enhancements including safety features, lighting, parking lot solar array, and additional amenities.	\$ 10,000,000	\$ 75,000,000	\$ 5,000,000	\$ 90,000,000	2022	RTP 2040
Fairfield	Road Diet	West Texas Rd Diet	Reconfigure West Texas Street from Beck Ave to Pennsylvania Ave from 5-lanes to 2-lanes with raised center median, Class-II bike lanes, upgraded signals and enhanced pedestrian crossings.	\$ 9,000,000		\$ 2,000,000	\$ 11,000,000	2022	RTP 2040
Solano County	Highway	SR-113 Re-Alignment Study and Implementation	Re-align SR-113 from Hastings Road to I-80 to accommodate increased traffic and serve as an I-80 Reliever Route (extension of Jepson Parkway between Vacaville and Dixon using Fry Road and SR113)	\$ 5,000,000		\$ 45,000,000	\$ 50,000,000	2040	SR 113 MIS
Solano Transportation Authority	Interchange	I-80/I-680/SR 12 Interchange Packages 2 - 7	Features include a realignment of I-680, an improved direct connector route between I-80 and Highway 12, construction of new interchange overcrossings, new entrance/exit ramps, bike and pedestrian safety improvements, and the extension of some local streets leading to I-80 and Highway 12.	\$ 480,000,000	\$ 150,000,000	\$ 20,000,000	\$ 650,000,000	2040	RTP 2040
Vacaville	Highway	I-505/Vaca-Valley	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	\$ 7,500,000	\$ 1,907,000	\$ 6,075,000	\$ 15,482,000	2022	RTP 2040
Vacaville	Interchange	Lagoon Valley Interchange	Widen Lagoon Valley Bridge for additional left turn capacity. Sidewalk, intersection signal improvements at ramp intersections, approach roadway work. TIF funded.			\$ 10,000,000	\$ 10,000,000	2020	RTP 2040
Vallejo	Interchange	Redwood Pkwy Interchange & Fairgrounds Dr Phase 2	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 71,000,000	\$ 20,000,000	\$ 5,000,000	\$ 96,000,000	2030	RTP 2040
Vallejo	Overcrossing	American Canyon Overcrossing		\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2022	RTP 2040
Vallejo	Parking	Vallejo Station Phase B	Construct new parking structure at Vallejo Station	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2024	RTP 2040
N/A	Road Widening	Construct 4-lane Jepson Parkway fr	Constructs phase B in Vacaville and Phase 1B and 1C in Fairfield. Also includes Walters Rd Extension. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).	\$ 30,000,000	\$ 50,000,000	\$ 10,000,000	\$ 90,000,000	2024	RTP 2040
N/A	Truck Scales	I-80 WB Truck Scales	Project upgrades existing truck scales on WB I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.	\$ 250,000,000			\$ 250,000,000	2024	RTP 2040
N/A	Parking	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Construct train station building and expanded bicycle access for the new multimodal center serving the Capitol Corridor.	\$ 60,000,000		\$ 25,000,000	\$ 85,000,000	2022	RTP 2040
N/A	Parking	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry patrons; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2024	RTP 2040
Benicia	Interchange	Benicia Industrial Interchange	Improve the interchange of Industrial Way and I-680	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040	None
Benicia	Road Widening	Columbus Parkway Widening Project	Complete the widening of Columbus Parkway between Rose Drive and Benicia Road which shall include two through lanes of traffic in each direction plus a left-turn pockets, acceleration/deceleration lanes, curb, gutter, storm drain, sidewalk, and bike lanes or paths	\$ 400,000		\$ 3,600,000	\$ 4,000,000	2030	RTIF
Benicia	Road Diet	Military West Road Diet and Streetscape	Road diet on Military West from Derolette Way to West 2nd Street including traffic calming, pedestrian walkways, and bike lanes/path	\$ 3,000,000		\$ 12,000,000	\$ 15,000,000	2030	?
Dixon	Grade Separation	West A Street Grade Separation	Construct an undercrossing for traffic/pedestrians to safely pass UPRR railroad tracks while train has	\$ 20,000,000		\$ 20,000,000	\$ 40,000,000	2035	?
Dixon	Grade Separation	Midway Rd and UPRR Railroad Grade Separation (in Solano County)	Encompass Midway Rd to be included in City of Dixon jurisdiction limits.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024	?
Dixon	Road Diet	Hwy 113 from East Chestnut St to Valley Glen Dr Green Street and Road Diet Design	Upgrade Hwy 113 by relocating storm drain underground, installing traffic lights at Hwy 113 and Chestnut St or Cherry St intersections, installing new street lights, improve walkability by updating sidewalk and improving landscaping, upgrade bicycle lane, and create parking on the west side of Hwy 113.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024	SR 113 MIS
Dixon	Interchange	Pitt School Rd and I-80 Interchange Upgrade	Improvements include widening the overcrossing structures to four lanes and on- and off- ramp improvements particularly on the eastside of Pitt School Road. Project may be implemented in phases over the next 10 years. Improvements to the areas roadways.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2025	?

Included in Previous RTP
New Project
More Information Required
Tier II Project
Not Recommended

Dixon	Interchange	Pedrick Rd Undercrossing at UPRR Railroad Tracks and Vaughn Rd Realignment	Construction of realigned portion of Vaughn Road north along UPRR to connect to Pedrick Rd. Existing road alignment is part of the Dixon to Davis Bike Route. Consideration will be given to maintain this route in the new alignment. New alignment will improve vehicle safety by eliminating the at-grade railroad crossing.	\$ 20,000,000		\$ 30,000,000	\$ 50,000,000		?
Dixon	Parking	SolanoExpress Blue Line Park and Ride Facility	Relocate existing Park and Ride on Hwy 113 from downtown Dixon to the north side of I-80 in the vicinity of the on and off ramps.	\$ 5,000,000		\$ 1,000,000	\$ 6,000,000	2022	Parking Demand & Mode Transition Plan (Future)
Fairfield	Parking	Fairfield Transportation Center - Phase 3	Construct additional parking spaces, access improvements, and transit improvements in and around FTC	\$ 30,000,000		\$ 30,000,000	\$ 60,000,000	2030	
Solano County	Road Diet	Benicia Rd. Road Diet	Reduce Benicia Rd from 4-lanes to 2-lanes from Beach Street (Vallejo C/L) to I-80, add bike lanes and street parking, widen sidewalks.	\$ 2,000,000		\$ 5,000,000	\$ 7,000,000	2022	?
Solano County	Roundabout	SR113/Midway Road Roundabout	Intersection operational improvement with roundabout	\$ 4,000,000		\$ 500,000	\$ 4,500,000	2025	?
Solano County	Road Widening	Peabody Road Expansion	Widen Peabody Road between Vacaville CL & Fairfield CL	\$ 1,000,000		\$ 5,000,000	\$ 6,000,000	2023	?
Solano County	Grade Separation	Porter Road/Midway Road Improvements	Porter Road realignment/roundabout at Midway to accommodate additional I-80 by-pass traffic; Midway Road Railroad Grade Separation	\$ 2,000,000		\$ 23,000,000	\$ 25,000,000	2030	?
Solano Transportation Authority	BRT	Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Transition from Express Bus and build out a functioning BRT-lite system in Solano County. Implement improvements including TSP, adaptive signal timing, and ramp metering	\$ 18,000,000	\$ 6,000,000	\$ 2,000,000	\$ 26,000,000	2030	Coordinated Short-Range Transit Plans (Future)
Suisun City	Road Extension	Railroad Ave Extension	Extend Railroad Ave from Marina Blvd to Main St	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2024	?
Vacaville	Interchange	Midway/I-505 Interchange	Construction of new interchange at Midway Road and 505, bike/ped facilities/ intersection control evaluation, approach roadway improvements	\$ 25,000,000		\$ 10,000,000	\$ 35,000,000	2030	?
Vacaville	Road Widening	East Monte Vista Widening	Widen to 4 lanes	\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2028	?
Vallejo	Interchange	Mare Island Interchange	Expand the Interchange to increase capacity and improve safety	\$ 20,000,000		\$ 10,000,000	\$ 30,000,000	2030	?
Vallejo	Road Diet	SR 29 - Sonoma Blvd Road Diet	Implement road diet-reduce travel lanes from 4 to 2, add a two-way left turn lane or median, and add bike lanes on Sonoma Blvd. between York St. and Kentucky St.	\$ 4,000,000		\$ 1,000,000	\$ 5,000,000	2024	?
Vallejo	Parking	Fairgrounds Dr Park & Ride Lot	Construct a park & ride lot at Fairgrounds Dr to coordinate with SolanoExpress Service and carpool/vanpool needs.	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2022	Parking Demand & Mode Transition Plan (Future)
Benicia	Road Widening	Widen Benicia Port Entry	Widen port entry from Bayshore Dr to Benicia Port Terminal near the Industrial Off-Ramp	\$ 4,000,000		\$ 32,000,000	\$ 36,000,000	2035	
Dixon	Interchange	West A St and I-80 Interchange Upgrade	Upgrade in phases the existing I-80 on-ramp and reconstruct the existing roadway overcrossing.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2030	
Dixon	Interchange	Pedrick Rd and I-80 Interchange Upgrade	Improvements include realignment of both on-ramps and relocation of Sparling and Sievers Roads. Project may be implemented in phases depending on the pace of development.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2035	
Dixon	Interchange	Hwy 113 and I-80 Interchange Upgrade	Improvements to the areas roadways required to improve traffic circulation within the area.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2030	SR 113 MIS
Dixon	Interchange	Milk Farm Rd and I-80 Interchange Upgrade	Interchange improvements consistent with finding of I-80/I-680/I-780 Major Investment and Corridor Study completed by Solano Transportation Authority. May include the relocation of Milk Farm Rd. Project may be implemented in phases. Increased traffic due to development (mostly the Northeast Quadrant) will require the need to improve the existing interchange.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2035	
Solano County	Road Widening	Fry Road Expansion	Expand Fry Road from Leisure Town Road to SR113 to accommodate increased traffic and serve as an I-80 Reliever Route (extension of Jepson Parkway between Vacaville and Dixon using Fry Road and SR113)	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040	
Solano County	Road Widening	Hawkins Road Expansion	Expand Hawkins Rd. from Leisure Town Road to SR113 to accommodate increased traffic from the new Jepson Parkway	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040	
Solano County	Road Widening	Suisun Valley Rd Expansion Study and Implementation	Analysis of by-pass traffic on Suisun Valley Road from I-80 to Napa County Line; Implementation of recommended improvements	\$ 5,000,000		\$ 25,000,000	\$ 30,000,000	2035	
Suisun City	Parking	Transit and Downtown Parking Structure	Construct a new parking garage to meet parking demand near the Suisun-Fairfield Amtrak Station and new housing developments	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2040	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements at Marina Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2030	
Suisun City	Grade Separation	Highway 12 Grade Separation @ Sunset Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2035	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements @ Walters Road	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2040	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements @ Emperor Drive	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2045	
Suisun City	Intersection Improvements	Highway 12 Eastbound Flyover into Downtown Suisun	Construct improvements to facilitate increased Highway 12 capacity through Suisun City. This	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2050	
Suisun City	Road Widening	Sunset Avenue Improvement at Railroad Avenue East and Railroad Avenue West near Railroad Crossing.	Road widening and improved intersections. Grade separation over railroad tracks. Consideration of roundabout(s).	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040	
Vacaville	Overcrossing	Nut Tree Overcrossing	Widen the overcrossing to increase capacity from 4 to 6 lanes	\$ 1,000,000		\$ 44,000,000	\$ 45,000,000	2035	
Vacaville	Road Widening	Vaca Valley Parkway Widening (6 lanes)	Widen to 6 lanes between 505 and 80	\$ 2,000,000		\$ 3,000,000	\$ 5,000,000	2030	
Vacaville	Road Widening	East Monte Vista Widening	Widen to 4 lanes	\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2028	
Vacaville	Parking	Parking garage at VTC	Build multi-story parking garage if feasible to create shuttle route to FF/VV Train Station or couple with first/last mile program	\$ 18,000,000		\$ 18,000,000		2025	

Vacaville	Road Widening	Widen Orange Drive to EB I-80	Intersection and ramp widening at Orange/Lawrence with 80EB	\$ 3,000,000		\$ 2,000,000	\$ 5,000,000	2022	
Vacaville	Highway	I-505/I-80 connector	Remove/Reconstruct/Realign 80/505/EMV/Orange connections and bridges.	\$ 85,000,000			\$ 85,000,000	2040	
Vacaville	Highway	Replace Vaca Valley/I-505		\$ 45,000,000			\$ 45,000,000	2040	
	Programatic Category	Minor Highway Improvements	Minor highway extension or new lane (less than ¼ mile); Interchange modification (no additional capacity)	\$ 50,000,000			\$ 50,000,000		N/A
	Programatic Category	Minor Roadway Improvements	Minor local road extension or new lane (less than ¼ mile)	\$ 25,000,000			\$ 25,000,000		N/A
	Programatic Category	Minor Transit Improvements	Minor/routine expansions to fleet and service; Purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); Construction of small passenger shelters and information kiosks; Small-scale/CE bus terminals and transfer points; Public transit-human services projects and programs; ADA compliance; Noise mitigation; Landscaping; Associated transit improvements (including bike/pedestrian access improvements); Alternative fuel vehicles and facilities	\$ 115,000,000			\$ 115,000,000		N/A
	Programatic Category	Minor Freight Improvements	Construction of new, or improvements to existing, rest areas and truck weigh stations; Improvements to existing freight terminals (not expansion)	\$ 20,000,000			\$ 20,000,000		N/A
	Programatic Category	Bicycle & Pedestrian Facilities	New and extended bike and pedestrian facilities	\$ 30,000,000			\$ 30,000,000		N/A
	Programatic Category	Preservation/Rehabilitation	Pavement resurfacing and/or rehabilitation; Bike/pedestrian facilities rehabilitation; Non-pavement rehabilitation; Preventive maintenance; Emergency repair; Bridge rehabilitation, replacement or retrofit with no new capacity; Transit vehicle rehabilitation or replacement; Reconstruction or renovation of transit buildings and structures; Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; Construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; Purchase of office and shop and operating equipment for existing facilities; Purchase of operating equipment for vehicles, such as farebox, lifts, radios; Purchase of support vehicles; Toll bridge rehabilitation, replacement, or retrofit with no new capacity; Freight track and terminal rehabilitation	\$ 400,000,000			\$ 400,000,000		N/A
	Programatic Category	Routine Operations & Maintenance	Routine patching and pothole repair; Litter control, sweeping and cleaning; Signal operations; Communications; Lighting; Transit operations and fare collection; Transit preventive maintenance; Toll operations & fare collection	\$ 100,000,000			\$ 100,000,000		N/A
	Programatic Category	Management Systems	Incident management; Signal coordination; ITS; TOS/CMS;	\$ 70,000,000			\$ 70,000,000		N/A
	Programatic Category	Safety & Security	Railroad/highway crossings and warning devices; Hazardous location or feature; Shoulder	\$ 17,000,000			\$ 17,000,000		N/A
	Programatic Category	Travel Demand Management	Car and bike share; Alternative fuel vehicles and facilities; Parking programs; Carpool/vanpool, ridesharing activities; Information, marketing and outreach; Traveler information	\$ 113,000,000			\$ 113,000,000		N/A
	Programatic Category	Intersection Improvements	Intersection channelization; Intersection signalization at individual intersections	\$ 20,000,000			\$ 20,000,000		N/A
	Programatic Category	Multimodal Streetscape Improvements	Minor bicycle and/or pedestrian facility gap closure; ADA compliance; Landscaping; Lighting; Streetscape improvements; Minor road diet (less than ¼ mile)	\$ 20,000,000			\$ 20,000,000		N/A
	Programatic Category	Land Use	Land conservation projects; TOD housing projects	\$ 40,000,000			\$ 40,000,000		N/A
	Programatic Category	Planning	Planning and research that does not lead directly to construction	\$ 25,000,000			\$ 25,000,000		N/A
	Programatic Category	Emission Reduction Technologies		\$ 23,000,000			\$ 23,000,000		N/A
	Programatic Category	Conduct planning and design studies along SR-12 corridor in Solano County	Study and implement adaptive signal timing on various corridors within Solano County	\$ 15,000,000			\$ 15,000,000		N/A

Total	\$ 2,701,400,000	\$ 3,591,840,000
Total Excluding Tier II	\$ 2,316,400,000	\$ 2,982,840,000

Included in Previous RTP
New Project
More Information Required
Tier II Project
Not Recommended

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DATE: July 2, 2019
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Video Production Consulting Services

Background:

The STA manages and promotes a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Mobility program, and the Safe Routes to School program). STA marketing efforts include a broad range of products, activities, and venues: annual reports, newsletters, brochures, website, social media, public meetings, polling, community events, display racks, wall maps, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, employer and general public promotional campaigns, freeway signs, and print and broadcast media.

Discussion:

Some of the marketing objectives of the STA include increasing the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry, and bicycle. Additional marketing objectives includes educating residents of Solano County about the potential traffic impacts during the construction of STA priority projects, including the I-80 Express Lanes Project and the I-80/I-680/SR12 Interchange Project. Traditionally, STA has conducted public outreach via print, online, static social media, and some radio. These distribution channels work well for certain cross sections of the population; however, as technology has evolved, the methods in which the public prefers to consume information has changed, and video has become much more prevalent, especially with the advancement of social media platforms.

In order to stay engaged with Solano County residents and reach them through their preferred media, staff is recommending that the STA contract for the services of a digital media firm to assist the STA in the production of a series of commercial length vides (1:00 minute each) to promote STA managed programs and to educate and inform the public of upcoming projects.

Fiscal Impact:

Funding for marketing, including \$70,000 for these recommended consultant services, is incorporated in the approved FY 2019-20 STA budget through a combination of ATP, OBAG 2, STAF, TFCA, TDA, and YSAQMD funds.

Recommendation:

Authorize the Executive Director to enter into an agreement in an amount not-to-exceed \$70,000 for video production consultant services for STA and STA managed programs for FY 2019-20.

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DATE: July 2, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Mobility Management Contract Amendment - Faith in Action Volunteer Drive Program for Seniors

Background:

On June 11, 2014, based on the request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County. As part of this request and action, the County's Transit Development Act (TDA) funds were dedicated to continue to fund this program.

The Transportation Services by Volunteer Caregivers for seniors, currently operated by Faith in Action, was initially contracted by Solano County which expired on June 30, 2015. As part of the transition of the Intercity Taxi Scrip Program from the County of Solano to STA, STA took on the responsibility for managing the contract with Faith in Action. After the contract expired, the Solano Transportation Authority (STA) contracted with Faith in Action effective July 1, 2015 for one year with a two one-year annual renewal options. This contract expired June 30, 2019.

Discussion:

Faith in Action provides a volunteer driver transportation services for seniors 60 years and older. The contract between STA and Faith in Action is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

July 1, 2018 through May 2019, Faith in Action provided 2814 one-way passage trips which is an average of 236 one way trips per month. Faith in Action has a strong volunteer base in Benicia, Fairfield, Suisun City, and Vacaville. There are a smaller number of volunteers in Dixon, Rio Vista and Vallejo and the ridership numbers reflect the difference. In response to this continuing need, Faith in Action is implementing a pilot project that seeks to increase the number of volunteers by reimbursing them for mileage. The pilot will be conducted in Vallejo, Rio Vista, and Dixon. Faith in Action has a volunteer coordinator to assist in recruiting more volunteers. Faith in Action is also working on reestablishing an advisory group in Dixon so that the advisory group can help in attracting Dixon volunteers.

Faith in Action has been working with community groups in Benicia and in Vallejo to expand transportation services in both cities. One effort is with a membership caregiving group in Benicia – Carquinez Village which has been successful with a 300% ridership increase in Benicia.

Faith in Action is projected to expend the contract amount with STA of \$45,000 (\$15.40 per ride) before the end of the year.

Fiscal Impact:

Solano County's TDA funds will be claimed by STA in the amount of \$45,000 for the continuation of the contract with Faith in Action for Transportation Services by Volunteer Caregivers program.

Recommendation:

Authorize the Executive Director to exercise the renewal option and enter into a one-year contract with Faith in Action for an amount not-to-exceed \$45,000 to provide Transportation Services for Seniors.

Attachment:

- A. Faith In Action Volunteer Driver Transportation Services Statistics FY 2018-19

**Faith In Action Volunteer Driver Transportation Services Statistics
FY 2018-2019**

Faith In Action Transportation Services		
Month	1-Way Rides	Total Cost
July	232	\$ 3,572.80
August	242	\$ 3,726.80
September	240	\$ 3,696.00
October	240	\$ 3,696.00
November	230	\$ 3,542.00
December	232	\$ 3,572.80
January	232	\$ 3,572.80
February	222	\$ 3,418.80
March	242	\$ 3,726.80
April	236	\$ 3,634.40
May	236	\$ 3,634.40
June	230	\$ 3,542.00
Totals:	2814	\$ 43,335.60

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DATE: July 3, 2019
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment for STA Legal Services

Background:

The STA has contracted for Legal Counsel Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, the STA contracted with the City of Vacaville for the services of Chuck Lamoree, who served as STA's legal counsel while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. At that time, the STA also maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree was on vacation or was ill. Periodically, the STA has retained other law firms for specialized legal services pertaining to employer/employee matters and right of way acquisition.

Over the past ten years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects have increased. The contractual arrangement with Chuck Lamoree provided the STA with dedicated, experienced and quality legal services an average of one day per week. This arrangement has worked well and helped ensure that the agency proactively develops, reviews and processes legal documents and agreements on a timely basis.

In Fiscal Year (FY) 2009-10, the STA began contracting with the County Counsel's office for Solano County to provide on-call legal services for the STA. That year, Bernadette Curry from the County Counsel's office was assigned to fill in for Mr. Lamoree when he was unable to perform his role as STA Legal Counsel due to health reasons. Upon Chuck Lamoree's retirement as STA's Legal Counsel, the STA Board appointed Bernadette Curry as STA's Legal Counsel, removing the interim from the title in January 2011.

Discussion:

Since her appointment as STA Legal Counsel, Ms. Curry has worked proactively and effectively with the STA Board, staff and other agencies to address multiple important legal matters and to facilitate and advance numerous priority projects.

Staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with the Solano County Counsel's office extending the term of the Legal Services agreement for two years, with the option for a two year extension, so that the Solano County Counsel's office can continue to serve as STA Legal Counsel for a not-to-exceed annual amount of \$80,000.

Fiscal Impact:

The annual fiscal impact for this legal consultant services contract is \$80,000 with a specified hourly rate of \$170. This would equate to an estimated 470 hours. This amount of funding has been budgeted for the legal services section of the STA's FY 2019-2020 operating budget.

Recommendation:

Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.



DATE: July 1, 2019
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Water Transit Feasibility Study

Background:

In April 2018, the STA kicked off the development of a Water Transit Feasibility Study for Solano County– focused primarily in the cities of Benicia, Rio Vista, and Vallejo. This Study analyzed current feasibility for water transit and/or expansions to existing services, project ridership for specific inter-county routes, minimum thresholds for service levels, and other overall assumptions related to potential water transit services – both public and private. Economic & Planning Systems, Inc. (EPS) was selected to provide consultant services related to the development of the study. In addition, the STA partnered with the Water Emergency Transportation Agency (WETA) and the San Francisco Transportation Authority to fund a special model run for ridership forecasts.

Since the effort began, the Study’s Project Development Team (PDT) has met four times with the most recent held on June 10th to present and discuss the final draft of the plan. STA staff met separately with WETA, Golden Gate Transit, and Transportation Authority of Marin to discuss any potential concerns with the study as well. Prior to the June meeting, the PDT and the STA Transit Committee reviewed and commented on memos related to existing conditions, commute profile for Solano workers and potential and/or enhanced ferry service routes from Solano County to Contra Costa, Alameda, Marin and San Francisco Counties.

STA and the consultant also worked to conduct interviews with staff members from Rio Vista, Benicia, and Vallejo in order to gauge city-readiness for water transit service (new or expanded). These interviews included discourse on potential land-side improvements, existing conditions, and interest/demand for new or expanded water transit services within their respective cities.

The study has been forwarded to the Board by the STA Technical Advisory Committee and the Transit Consortium at their respective June meetings.

Discussion:

In summary, the Study sought to acknowledge the barriers that led to the projections below, then suggest and explore potential solutions a jurisdiction may undertake when pursuing new or expanded service. The Study also compares private and public operators for the designated routes – concluding that for some of the lower ridership populating routes, a larger public service such as WETA may be infeasible, but a smaller private service should be considered.

The Water Transit Study ridership projections revealed low potential for ferry service from Rio Vista to Antioch, Martinez, Benicia, and Vallejo. In regards to Benicia, projections showed modest potential from Benicia to Martinez with 80 daily boardings and to Vallejo with 40 daily boardings. Vallejo service had the best ridership projections with 650 additional daily boardings to San Francisco, 40 daily boardings to Oakland, and 170 daily boardings to Larkspur.

Fiscal Impact

None.

Recommendation:

Approve the 2019 Solano County Water Transit Feasibility Study.

Attachment:

- A. Water Transit Feasibility Study and Conceptual Plan – Access via link [here](#).



DATE: June 28, 2019
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On February 13, 2019, the STA Board approved its 2019 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2019.

Monthly legislative updates are provided by STA's State and Federal lobbyists and are attached for your information (Attachments A, and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

On June 13 the Legislature passed California's FY 2019-20 Budget Bill, and Governor Newsome signed the Budget on June 27. Among the trailer bills that were passed and signed by the Governor was SB 87 – Transportation. This version did not include the Governor's language to link SB 1 funding to housing production. Also, on June 27 the Governor and Legislative leadership reached an agreement on the Housing and Homelessness section of the Budget (AB 101/SB 102). Under this version, Senate Bill 1 (SB 1) funding is not linked to housing production; however, a judge could rule that a city pay its fine, arising from non-compliance to housing requirements, using gas tax dollars. It is anticipated that the Legislature will vote on AB 101/SB 102 by July 5.

At the June 26, STA Technical Advisory Council (TAC) Meeting, City of Vacaville representative, Tracy Rideout requested that staff recommend to the STA Board that it take a *Monitor* position on SB 87 - Transportation. Additionally, staff is recommending a *Monitor* position on AB 101/SB102 – Housing development and financing.

The current status of bills where STA is *Seeking Amendments*:

- Assembly Bill 1487 (AB 1487) San Francisco Bay Area Regional Housing Finance Act would establish the Housing Alliance for the Bay Area (HABA) and seeks to raise \$1.5 billion for affordable housing production. *This bill has passed the full Assembly (45-21-14) and passed the Senate Committee on Housing (6-2-3). The bill currently in the Senate Committee on Governance and Finance (Chair - McGuire).*

The current status of bills that STA *Supports*:

- AB 252 (Daly) Caltrans NEPA Delegation – *Passed Senate Committee on Transportation (11-0) and passed the Senate Committee on Appropriations (7-0). The bill is currently on the Senate Floor*
- AB 1413 (Gloria) Transportation: local transportation authorities: transactions and use taxes – *Passed Senate Committee on Transportation (7-3-3) and referred to the Senate Committee on Governance & Finance*

- ACA 1 (Aguiar-Curry) Local government financing: affordable housing and public infrastructure: voter approval – *Currently on the Assembly Floor*
- SB 137 (Dodd) Federal transportation funds: state exchange programs – *Currently in the Assembly Committee on Transportation*
- SB 152 (Beall) Active Transportation Program – *Held in Committee*

The current status of bills that STA *Opposes*:

- AB 1568 (McCarty) Housing law compliance: prohibition on applying for state grants – *Hearing postponed by Committee (2 year bill)*

The current status of bills that STA are *Monitoring*:

- AB 148 Regional transportation plans: sustainable communities strategies – *Dead*
- AB 185 California Transportation Commission: transportation policies: joint meetings – *Passed Senate Committee on Transportation (9-2-1), referred to Senate Committee on Appropriations*
- AB 847 Transportation finance: priorities: housing - *Hearing canceled at the request of author*
- SB 5 Affordable Housing and Community Development Investment Program – *Currently in Assembly Committee on Housing and Community Development*
- SB 50 The Housing Accountability Act – *Held in Committee (2 year bill)*

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

The State Budget Bill was passed by the Legislature on June 13 and it is now waiting for the Governor to sign it. The Governor’s proposal to link Senate Bill 1 (SB1) funds to housing production was not approved as a part of the Budget Bill submitted to the Governor. Policy committees are currently hearing bills from the opposite house and have until July 12 to pass them before adjourning for the Summer recess, which ends on August 12.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Funding for Zero Emission Buses in Budget
- Recent Appointments
- Bills of Interest

Federal Legislative Update (Akin Gump):

On June 25, the House of Representatives passed a minibus appropriations bill (H.R. 3055) that would provide \$383.3 billion in FY2020 appropriations for Commerce, Justice, Agriculture, Interior, Veterans Affairs, Transportation, and Housing and Urban Development. The Department of Transportation section would provide \$86.6 billion in funding (\$167 million more than the 2019 enacted level and \$3.7 billion over the Administration’s request), including:

- \$1 billion for National Infrastructure Investments (TIGER/BUILD), \$100 million above the 2019 enacted level and equal to the President’s budget request.
- \$10 million to start a new Highly Automated Systems Safety Center of Excellence. This program was not in the 2019 enacted bill or the President’s budget request.
- \$17.7 billion for the Federal Aviation Administration (FAA), \$267 million above the 2019 enacted level and \$614 above the President’s budget request.
 - \$1.6 billion for Aviation Safety, \$267 million above the 2019 enacted level and \$276 million above the President’s budget request.
 - \$500 million for discretionary Airport Improvement Grants, equal to the 2019 enacted level and \$500 million above the President’s budget request.

- \$48.9 billion for the Federal Highway Administration, \$404 million below the 2019 enacted level and \$1.7 billion above the President’s budget request.
 - \$1.75 billion for discretionary Highway Infrastructure Programs, \$1.5 billion below the 2019 enacted level and \$1.45 billion above the President’s budget request.
- \$677 million for the Federal Motor Carrier Safety Administration, \$10 million above the 2019 enacted level and \$1 million above the President’s budget request.
- \$1 billion for the National Highway Traffic Safety Administration, \$44 million above the 2019 enacted level and \$81 million above the President’s budget request.
- \$3 billion for the Federal Railroad Administration, \$96 million above the 2019 enacted level and \$877 million above the President’s budget request.
 - \$350 million for Consolidated Rail Infrastructure and Safety Improvements, \$95 million above the 2019 enacted level and \$20 million above the President’s budget request.
 - \$350 million for Federal-State Partnership for State of Good Repair, \$50 million below the 2019 enacted level. The President’s budget request proposed eliminating this program.
 - \$2 billion for Amtrak, \$50 million above the 2019 enacted level and \$1.1 billion above the President’s budget request.
 - \$700 million for Northeast Corridor Grants, \$50 million above the 2019 enacted level and \$375 million above the President’s budget request.
 - \$1.3 billion for National Network Grants, equal to the 2019 enacted level and \$681 million above the President’s budget request.●
- \$13.5 billion for the Federal Transit Administration, \$60 million above the 2019 enacted level and \$1.1 billion above the President’s budget request.
 - \$2.3 billion for Capital Investment Grants, equal to the authorized level, \$251 million below the 2019 enacted level, and \$797 million above the President’s budget request.
 - \$750 million for Transit Infrastructure Grants, \$50 million above the 2019 enacted level and \$250 million above the President’s budget request.
- \$40 million for the Saint Lawrence Seaway Development Corporation, \$4 million above the 2019 enacted level and \$12 million above the President’s budget request.
- \$1.1 billion for the Maritime Administration, \$63 million below the 2019 enacted level and \$395 million above the President’s budget request.
 - \$300 million for the Maritime Security Program, equal to the 2019 enacted level and the President’s budget request.
 - \$225 million for the Port Infrastructure Development Program, \$68 million below the 2019 enacted level. The President’s budget request did not include funding for this program.
 - \$300 million for schoolship construction, equal to the 2019 enacted level and \$95 million above the President’s budget request.

Status update on STA Washington D.C. Trip follow-up items:

- INFRA Grant – STA to:
 - Request support letter from Kaiser Permanente - *Completed*
 - Request support letter from NorthBay Healthcare - *Completed*
 - Request support letter from Port of Oakland - *Completed*
- BUILD Grant – City of Vacaville to request support letters:
 - Request support letter from Senator Dianne Feinstein – *Pending*
 - Request support letter from Senator Kamala Harris – *Completed*
 - Request support letter from Representative John Garamendi – *Pending*
 - Request support letter from Senator Bill Dodd - *Completed*
 - Request support letter from Assembly Member Jim Frasier - *Completed*

- Request support letter from STA Board - *Completed*
- No-Lo Grant – Soltrans to:
 - Request support letter from Senator Dianne Feinstein – *Pending*
 - Request support letter from Senator Kamala Harris – *Completed*
 - Request support letter from STA - *Completed*
- Bus and Bus Facilities – Soltrans to:
 - Request support letter from STA - *Completed*
- FLAP Grant – City of Fairfield to:
 - Determine project scope and request STA to schedule meeting with Office of Federal Lands Highway (FLH), Federal Highway Administration (FHWA) - *Pending*
- Mare Island Dredging – City of Vallejo to:
 - Schedule meeting with the Corps San Francisco District Office - *Pending*
 - Follow up with congressional delegation to request submission of support letters to the Army Corps and the House and Senate appropriations committees - *Pending*
 - Follow up after meeting with Army Corps district office to ask Congressman Thompson to meet with the Army Corps and advocate for funding in the FY 2020 work plan - *Pending*

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 available federal transportation funds. Updates on the following are detailed in Attachment B:

- Fiscal Year 2020 Appropriations
 - Transportation, Housing, and Urban Development (THUD)
- Legislation
 - H.R. 3193: The Transportation Emergency Relief Funds Availability Act
 - H.R. 3388: Moving and Fostering Innovation to Revolutionize Smarter Transportation (Moving FIRST) Act
- Congressional Hearings
 - Senate Commerce Hearing on the FAST Act
 - House Energy and Commerce Committee Hearing on proposed Safer Affordable Fuel Efficient (SAFE) Vehicles proposed rule.

Congressman John Garamendi introduced H.R.3193: Transportation Emergency Relief Funds Availability Act (additional co-sponsors include Representative Mike Thompson) would repeal the current 2-year regulatory deadline for spending “emergency relief” funds awarded for highway and public transportation projects if those projects, and would instead provide up to 6 years for transportation projects funded through an Emergency Relief Program to advance to construction. Staff recommends that the Board *Support* H.R.3193 as it aligns with 2019 STA Legislative Objective #6: “Oppose efforts to reduce or divert funding from transportation projects.”

The Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicle Rules for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicle Rule). The SAFE Vehicle Rule would roll back national fuel-efficiency standards would limit the ability of STA to deliver transportation projects in Solano County. Additionally, the Rule would interfere with goods movement across the State. Attached (Attachment C) is an update from the California Council of Governments (CALCOG).

At their meetings on June 25 and June 26, the SolanoExpress Intercity Transit Consortium and the STA TAC approved the recommendation as noted below.

Fiscal Impact:

None.

Recommendation:

Approve the following recommended positions:

- *Monitor* AB 101/SB102 – Housing development and financing
- *Monitor* SB 87 – Transportation
- *Monitor* SB 592 – Housing Accountability Act
- *Support* H.R.3193 – Transportation Emergency Relief Funds Availability Act

Attachments:

- A. State Legislative Update
- B. Housing Trailer Bill AB 101/SB 102 Fact Sheet
- C. Federal Legislative Update
- D. House Energy and Commerce Hearing on Fuel Economy Standards
- E. House Transportation Roundtable on Mobility on Demand
- F. CalCOG Proposed SAFE Vehicle Rule Update
- G. List of STA projects at risk with SAFE Vehicle Rule

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June 24, 2019

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – July 2019**

Legislative Update

The Legislature passed the FY 2019-20 State Budget Bill on June 13 and it is now awaiting Governor Newsom’s signature. Worth noting: The Governor’s proposal to link SB 1 funds to housing production has not been approved as part of the budget. Policy Committees are back in full swing, hearing bills from the opposite house, and have until July 12 to meet. The Legislature will break for Summer Recess on July 12, returning August 12. We are tracking a number of bills for STA, some of which are identified under ***Bills of Interest*** below.

Funding for Zero Emission Buses in Budget

The FY 2019-20 State Budget includes a one-time appropriation of \$182 million in Cap and Trade auction revenue to the California Air Resources Board for clean buses and trucks. A significant portion of this funding will pass through ARB’s Hybrid and Zero-Emission Truck and Bus Project, which provides point-of-sale vouchers to offset the incremental cost of zero-emission bus and truck purchases. The proposed budget is expected to be signed by Governor Newsom in the coming weeks, with the new fiscal year starting July 1.

In addition to this funding for ZEBs, the Legislature is considering AB 784 (Mullin), which would provide an exemption from the state portion of the sales tax for the purchase of zero-emission buses. This bill, which would save California transit agencies upwards of \$30,000 on each zero-emission bus purchase, will be heard in the Senate Governance and Finance Committee on June 18. SamTrans is in support of this bill.

Recent Appointments

Governor Gavin Newsom announced the appointments of David S. Kim as Secretary of the California State Transportation Agency (CalSTA) and Brian Annis as the Chief Financial Officer of the California High-Speed Rail Authority. Prior to this announcement, Brian C. Annis had been serving as the CalSTA Secretary, first appointed as acting Secretary under then-Governor Brown. Prior to the appointment by Governor Newsom, David S. Kim served as Vice President of Governmental Affairs at Hyundai Motor Company. Kim also served as deputy administrator of the U.S. Department of Transportation’s Federal Highway Administration and other positions at California based public offices. Governor Newsom also recently appointed Elissa Konove to serve as Undersecretary at CalSTA. Elissa Konove has served as deputy Chief Executive Officer at the Southern California Regional Rail Authority (Metrolink) since 2015. Prior to her service at Metrolink Elissa Konove also held several positions at the FHWA, including Chief Financial Officer, the Office of Budget.

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program*

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives*

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop. ***This bill was held in the Senate Appropriations Committee and is now a 2-year bill.***

SB 127 (Wiener) Complete Streets Projects on State Highways

This bill would require the California Department of Transportation (Caltrans) to consider incorporating complete streets elements on specified portions of the state highway system that serve as surface streets in cities, towns and neighborhoods.

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. ***STA SUPPORTS this bill (February 13 Meeting).***

SB 152 (Beall) Active Program Funding

This bill would increase the share of active transportation (ATP) funds dedicated to regional agencies to 75 percent, distributed by population. Currently, regional agencies receive 40 percent of the funding in

the ATP funds for distribution. This bill would give MTC additional resources to program for ATP projects. ***STA SUPPORTS this bill (April 10 Meeting).***

SB 277 (Beall) Local Partnership Program

This bill would direct funds set aside for the Local Partnership Program (LPP) to be apportioned by formula, versus allocated by the CTC as is current practice. The bill would direct the CTC to develop new guidelines, in conjunction with local agencies, for the apportionment of the funds. The LPP receives \$200 million annually from the Road Maintenance and Rehabilitation Account and funds are available to self-help counties with sales taxes and/or developer fees used for transportation purposes.

SB 592 (Wiener) Housing Accountability Act

This bill would amend the Housing Accountability Act (HAA) to further strengthen the law applicability to new housing development permits and disapprovals from local governments. The bill would clarify the definition of “lower density” under the HAA and applies the HAA to accessory dwelling units, new bedrooms in an existing home, and single-family housing. In addition, it would provide that the HAA applies to any form of land use decision by a local agency, including a ministerial or use by right decision, in addition to a discretionary approval. The bill would also open local agencies up to liability for failing to comply with the HAA.

AB 185 (Grayson) HCD at CTC Meetings

Existing law requires the CTC and the State Air Resources Board to hold at least two joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

AB 252 (Daly) Caltrans NEPA Delegation

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. ***STA SUPPORTS this bill (March 13 Meeting).***

AB 1413 (Gloria) Local Sales Tax Measures

Existing law authorizes, upon approval of two-thirds of the voters, to impose a retail transaction and use tax for specified transportation purposes. This bill would authorize a local agency to impose a tax applicable to only a portion of its county if two-thirds of the voters voting on the measure within the portion of the county to which the tax would apply. ***STA SUPPORTS this bill (April 10 Meeting).***

AB 1487 (Chiu) Regional Housing Funding*

This bill would enact the San Francisco Bay Area Regional Housing Finance Act and establish the Housing Alliance for the Bay Area (HABA), a regional entity governed by members of MTC and ABAG. HABA would be tasked with establishing a regional funding program to address housing needs in the Bay Area. The funding source is unspecified and left to HABA to determine what’s likely to meet the region’s needs and garner voter-approval. A portion of the revenues would be returned to each county and a portion would be controlled by HABA. ***STA is SEEKING AMENDMENTS to this bill.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. ***STA SUPPORTS this measure (January 9 Meeting).***

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified as others are included in the attached matrix.*

Housing Trailer Bill AB 101 /SB 102

HOUSING ACCOUNTABILITY:

Support for cities & counties:

Creates a new law that awards bonus points to Pro-Housing jurisdictions, helping them more successfully compete for over \$1 billion in annual discretionary housing grants from the State.

- HCD will designate cities and counties as pro-housing if they voluntarily adopt local ordinances -determined through a stakeholder process – that will lead to housing being produced faster.
- “Pro-housing local policies” is defined in statute as policies that, “facilitate the planning, approval, or construction of housing.”
- These pro-housing ordinances may include, for example: accessory dwelling unit streamlining, adoption of by-right zoning, impact fee caps, reduced parking minimums, or significant transit-oriented upzonings. (The legislation specifies that these policies may differ based on the differing needs of rural, suburban, and urban jurisdictions.)
- Access to these funds is in addition to the \$750 million approved in the Budget to provide technical assistance and infrastructure grants to cities and counties as they plan for more housing.

AB 101/ SB 102 respond to concerns of the Governor and others that a handful of jurisdictions still are not complying with the state’s housing element laws, which require local communities to plan for meeting their existing and projected housing needs. For these local governments, the legislation includes additional measures:

- Creates expanded judicial remedies that the State can seek against jurisdictions that have engaged in a sustained pattern and practice of failing to adopt or implement a housing element and have been determined by a court to be out of compliance. This all follows significant due process steps meant to bring a jurisdiction into compliance. A jurisdiction will have at least one year following a court order to come into compliance prior to a court imposing enhanced penalties.
 - The Court may impose fines on the jurisdiction and require the jurisdiction to deposit any fines collected into the Building Homes and Jobs Fund. The fine shall be in a minimum amount of \$10,000 up to \$100,000 per month and may be increased further if the jurisdiction fails to comply in a prompt manner.
 - For any jurisdiction that fails to pay the court ordered fines, the Court may direct the State Controller to intercept any state or local funds for the purpose of paying the fines. Only funds that could be used to pay the fines under the California Constitution are subject to being intercepted.
 - An agent of the court may be appointed with all the powers necessary to bring the jurisdiction’s housing element into compliance.

Due Process for Local Jurisdictions:

- Create several new processes that creates structured engagement between cities, counties, and HCD, all with the goal of bringing jurisdictions into Housing Element compliance.
- Among other due process provisions, this includes:
 - the requirement that the State offer at least two meetings and one written statement of findings before bringing a suit against a local jurisdiction for Housing Element non-compliance, and
 - several structured timelines to allow jurisdictions opportunities to move towards compliance.

PLANNING, PRODUCTION, AND INFRASTRUCTURE

Local Government Planning Support Grants Program. Provides for the division of \$250 million in planning grants between regions and local jurisdictions. Specifically, the bill provides \$125 million to regional entities and \$125 million to local jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the sixth cycle of the Regional Housing Need Assessment (RHNA) process.

Infill Infrastructure Grant Program of 2019. Provides for the distribution of \$500 million in grant funds for housing related infrastructure. Provides that \$90 million shall be set aside for an over the counter program for counties with a population of less than 250,000 as of January 1, 2019, or any city within those counties, and \$410 million for a competitive grant program for larger jurisdictions.

Low Income Housing Tax Credits Program. Provides for the allocation of \$500 million in new state low-income housing tax credits for new construction projects that receive the federal 4 percent tax credit, and increases the eligible basis for these projects to 30 percent. Requires at least \$300 million of this to be available to new construction projects receiving the federal 4 percent tax credit. Allows up to \$200 million available to projects receiving assistance from the California Housing Finance Agency (CalHFA) Mixed Income Program.

Mixed Income Program. Appropriates \$500 million for CalHFA's Mixed Income Program, which provides financing for mixed-income housing developments.

HOMELESSNESS

Homeless Housing, Assistance, and Prevention Program. Provides for the distribution of \$650 million in funds to assist local governments in addressing homelessness. Specifically, provides that \$275 million be provided to cities with a population greater than 300,000 with \$175 million distributed to counties and \$190 million to Continuums of Care.

M E M O R A N D U M

June 24, 2019

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

During the month of June, we monitored developments in Washington and brought them to the attention of STA staff. We also contacted Congressman Thompson's office regarding the proposed SR 37 corridor land acquisition.

Fiscal Year 2020 Appropriations

The House passed a minibus of four appropriations bills for FY 2020 on June 18. The minibus combines the Labor, Health and Human Services, and Education; Defense; State and Foreign Operations; and Energy and Water bills. The House also began debate on a second minibus that combines the Transportation, Housing, and Urban Development (T-HUD); Interior and Environment; Military Construction and Veterans' Affairs; Commerce, Justice, and Science; and Agriculture bills. President Trump has threatened to veto the second minibus bill due to provisions that would block his Administration's attempts to add a citizenship question to the 2020 Census.

The Senate Appropriations Committee has not marked up any bills to date. We expect the Senate will mark up its bills with lower funding levels than the House. Ultimately, the House and Senate must agree on overall budget numbers and will have to reconcile their spending bills. It is not clear whether Congress will be able to agree on and pass spending bills before the new fiscal year begins on October 1. If Congress cannot pass its bills by the end of the current fiscal year it likely would attempt to pass a continuing resolution to avoid a government shutdown.

Legislation

On June 4, the Senate Banking, Housing, and Urban Affairs Committee held a hearing on Senator John Cornyn's (R-TX) Transit Infrastructure Vehicle Security Act (S. 846). The bill would prevent federal funds from being used by transit agencies to purchase rail cars or buses manufactured by Chinese government owned, controlled, or subsidized companies. On June 13, the House Armed Services Committee approved the National Defense Authorization Act for FY 2020 (H.R. 2500). The bill includes a provision that would prohibit public transit agencies from using federal funds to purchase railcars manufactured by companies owned, controlled, or subsidized by foreign states.

On June 10, the House passed the Strengthening Local Transportation Security Capabilities Act (H.R. 2539). The bill would require the Department of Homeland Security (DHS) to prioritize the assignment of DHS and Transportation Security Administration (TSA) intelligence analysts at state, local, and regional fusion centers in areas that have high risk public transit assets. On June 18, Representative John Joyce (R-PA) introduced legislation (H.R. 3318) that would direct TSA to establish a task force to conduct an analysis of emerging and potential future threats to surface transportation security.

On June 11, Representative John Garamendi (D-CA) introduced H.R. 3193, The Transportation Emergency Relief Funds Availability Act, which would repeal the current two year deadline to spend funds made available under the Department of Transportation's Emergency Relief program after a disaster and give recipients six years (after the date of the disaster declaration) to advance a transportation project to construction. The bill has 25 cosponsors, which are all Democratic members from California. The bill was referred to the House Transportation Committee. There is no date set for a hearing or markup of the bill. There also is no companion bill in the Senate at this time. The bill would need bipartisan support for it to advance in the Senate.

On June 21, Representative Mark DeSaulnier (D-CA) and Senator Catherine Cortez Masto (D-NV) introduced the Moving and Fostering Innovation to Revolutionize Smarter Transportation (Moving FIRST) Act. The bill would create a grant program for large and medium sized cities to fund efficient, creative, and innovative transportation projects. The bill would provide these cities with up to \$50 million to advance projects such as autonomous vehicle technology and sensor-based infrastructure deployment.

Congressional Hearings

The House Ways and Means Committee's oversight subpanel was scheduled to hold a hearing on a provision in the 2017 Tax Cuts and Jobs Act that subjects charities, nonprofits, and religious organizations to a 21% tax on benefits such as public transportation subsidies. Although the hearing was eventually cancelled, the panel released the written testimony of its planned witnesses. David Thompson, Vice President of Public Policy at the National Council of Nonprofits, wrote that propose guidance issued by the Treasury Department in an attempt to resolve nonprofits' issues with the tax bill did not address the transit tax benefit. Andrea Barton Reeves, a member of several nonprofit alliances, wrote that the tax bill saddled her organization with burdensome costs due to the qualified transportation fringe benefits tax. Nathan Diament of the Union of Orthodox Jewish Congregations of America, Christopher Augostini of Emory University, and John Graham of the American Society of Association Executives similarly wrote that the transit tax provisions have caused harm to their organizations and should be revisited.

On June 19, the Senate Commerce, Science, and Transportation Committee held a hearing on transportation and safety issues associated with reauthorizing the Fixing America's Surface Transportation (FAST) Act. We provided a summary of this hearing in a separate memo.

On June 20, the House Energy and Commerce Committee's Consumer Protection and Commerce Subcommittee and Environment and Climate Change Subcommittee held a hearing entitled, "Driving In Reverse: The Administration's Rollback of Fuel Economy and Clean Car Standards". The purpose of the hearing was to hear testimony regarding the Trump Administration's proposed Safer Affordable Fuel Efficient (SAFE) Vehicles proposed rule. We have attached a separate memo that summarizes the hearing. As background, the Department of Transportation and Environmental Protection Agency issued a proposed rule in July 2018 that would freeze the fuel economy and emissions standards for light duty vehicles at their 2020 levels for six years. The proposed rule also would eliminate California's authority to set its own auto emissions standards, which are stricter than the federal standards. The Trump administration had said it would issue the final rule in June, but that date has slipped. California and other states are expected to file a lawsuit to stop the rule from going into effect.

M E M O R A N D U M

June 24, 2019

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: House Energy and Commerce Committee Hearing on Fuel Economy Standards

On June 20, the House Energy and Commerce Committee's Consumer Protection and Commerce Subcommittee and Environment and Climate Change Subcommittee held a hearing entitled, "Driving In Reverse: The Administration's Rollback of Fuel Economy and Clean Car Standards." The Subcommittees heard from two panels of federal and state government officials as well as transportation industry representatives regarding the Safer Affordable Fuel Efficient (SAFE) Vehicles proposed rule. The Subcommittees heard from:

- William Wehrum: Assistant Administrator of the Office of Air and Radiation, U.S. Environmental Protection Agency (EPA)
- Heidi King: Deputy Administrator, National Highway Traffic Safety Administration (NHTSA)
- Mary Nichols: Chair, California Air Resources Board (CARB)
- David Friedman: Vice President of Advocacy, Consumer Reports
- Ramzi Hermiz: President and Chief Executive Officer, Shiloh Industries and Member, Motor & Equipment Manufacturers Association
- Josh Nassar: Legislative Director, United Auto Workers
- Shoshana Lew, Executive Director, Colorado Department of Transportation
- Jeff Landry: Attorney General, State of Louisiana
- David Schwiertert: Interim Chief Executive Officer, Alliance of Automobile Manufacturers
- Nick Loris: Fellow, Heritage Foundation

In her opening remarks, Consumer Protection and Commerce Chair Jan Schakowsky (D-IL) said that the Obama Administration's Corporate Average Fuel Economy (CAFE) standards have been a "resounding success." She said that the proposed SAFE Vehicles rule is a misnomer and would not increase safety, vehicle affordability, or fuel efficiency. She said the proposal would eliminate jobs and called for the Trump Administration to abandon the rulemaking.

Environment and Climate Change Chairman Paul Tonko (D-NY) agreed that rolling back fuel economy standards would result in job losses. He predicted that American automakers would lose their competitive edge in the global marketplace. Tonko said that attempts to loosen standards would compromise jobs, public health, and the economy. Full Committee Chairman Frank Pallone (D-NJ) said that rolling back standards would only help the oil industry. He said that consumers, manufacturers, the environment, and public health would suffer. Pallone predicted that more deaths would result from a rollback.

Consumer Protection Ranking Member Cathy McMorris Rodgers (R-WA) argued in favor of the SAFE Vehicles rulemaking. She said that assumptions made by the Obama Administration when crafting CAFE standards have proven to be incorrect. She specifically pointed to the Obama Administration's predictions that gas prices would continue to rise; consumers would prefer cars over trucks; and hybrid and electric vehicles (EVs) would become widespread as examples of assumptions that were incorrect. Rodgers said that fuel economy standard should be regulated at the federal level to ensure uniformity and that individual state mandates "undercut" the goal of the proposed "one national program." Rodgers argued that the country needs one true national standard that matches what consumers want and the reality of market forces. She said that current fuel economy standards make buying newer and safer cars more difficult for consumers.

Environment Ranking Member John Shimkus (R-IL) agreed that there should be one national standard set at the federal level. Full Committee Ranking Member Greg Walden (R-OR) cautioned that complicated and duplicative fuel economy regulations could "suffocate" innovation. He called for increased freedom for automakers and preserving choices for consumers. Walden said that the federal government should consider that most consumers are not buying electric vehicles and hybrids.

Witness Panel I

Deputy NHTSA Administrator Heidi King told the Subcommittees that the agency's "fresh consideration" of fuel economy standards has revealed that assumptions made by the Obama Administration have turned out to be incorrect. Representatives Bob Latta (R-OH) and Jeff

Duncan (R-SC) as well as and Ranking Member Rodgers agreed that the initial assumptions underpinning CAFE standards are not correct.

King said that overly ambitious standards that dramatically increase the price of a new car can be counterproductive and hinder safety by discouraging people from replacing their older cars with cleaner, safer, and newer cars. She argued that consumer gains diminish as fuel economy improves, but each additional fuel economy improvement becomes much more expensive. King told the Subcommittees that automakers are struggling to meet existing standards. Bill Wehrum, Assistant Administrator of the Office of Air and Radiation at EPA, and Representatives Bill Johnson (R-OH) and Jeff Duncan (R-SC) agreed that greenhouse gas emissions standards have caused car prices to increase to levels out of reach for many families. He agreed with King that the SAFE Vehicles rule would prevent fatalities by ensuring consumers can afford newer cars.

King noted that the SAFE Vehicles rule does not contain any language that would prevent automakers from designing and building next-generation highly fuel-efficient vehicles, including hydrogen fuel cell vehicles, battery electric vehicles, hybrids, and plug-in hybrids in response to market demands. King said that the rule would increase choices for consumers. Representative Kathy Castor (D-FL), disagreed and argued that fuel economy standards encourage innovation. Castor noted that automakers have asked the Administration not to reverse or freeze CAFE standards.

Chair Schakowsky said that the SAFE Vehicles rule is based on “sham” science and noted repeatedly that reports from within the federal government, including from career EPA scientists, have disputed the accuracy and findings of the alleged benefits of the propose rule. She said that the Trump Administration has overstated the safety benefits of the rule and argued that the methodology used “cannot stand public scrutiny.” Chairman Tonko similarly said that professional staff at NHTSA and EPA have not been as involved in developing the rule as they should have been. Representative Darren Soto (D-FL) said that NHTSA is using “untested” models to craft its rule. Wehrum responded that fuel economy standards are complicated and accordingly there are often disagreements among experts. Wehrum, King, and Ranking Member Rodgers repeatedly noted that no final decision has been made on a rollback.

Ranking Member Shimkus said that CAFE and greenhouse gas requirements do not result in the development of engines that make the best use of available fuel formulations. He asked if consumers would therefore benefit from a more holistic or harmonious federal approach to fuel and fuel economy standards and if raising octane levels of regular gasoline increase fuel economy in vehicles designed to use higher octane fuel. Wehrum responded affirmatively to both questions.

Representative Johnson said that natural gas vehicles are important and argued that any final rule should ensure regulatory parity between natural gas vehicles and EVs. Wehrum pledged to work with the natural gas vehicle industry.

Representative Debbie Dingell (D-MI) cautioned that litigation is inevitable if the Administration continues to pursue the SAFE Vehicles rule and thereby lead to uncertainty in the auto industry. Representative Marc Veasey (D-TX) also cautioned against wasted time and money over inevitable litigation. The witnesses dismissed these arguments and said that litigation is inevitable for virtually any federal rule.

Witness Panel II

CARB Chair Mary Nichols testified that the SAFE Vehicles rule would cost Americans more money in fuel costs; result in job losses; harm the environment and public health; and undermine the auto industry. David Friedman of Consumer Reports disagreed with the Administration and Committee Republicans that there is an affordability issue in the auto market. He said that the proposed fuel economy and emissions standards rollback would harm consumers and automakers and reduce safety. He said that automakers will not adopt new technologies unless standards increase. Friedman also argued that low-income households benefit the most from strong standards and noted that most American consumers support strong fuel economy standards.

Nichols said the rulemaking is based on junk science, illogical assumptions, and outdated technologies. Colorado Department of Transportation Executive Director Soshana Lew also spoke out against the SAFE Vehicles rule, arguing that the rulemaking is not based in accurate science. She said NHTSA did not accurately model consumer behavior and that the faulty assumptions have led to incorrect safety conclusions. Friedman agreed that the SAFE Vehicles rule is based on “numerous errors” and unrealistic assumptions.

Louisiana Attorney General Jeff Landry spoke in favor of the SAFE Vehicles rule, agreeing with arguments that it would prevent the pricing out of consumers and increase safety. He also agreed that a national standard is needed and that states should not be allowed to circumvent Congress in setting their own standards.

Nick Loris of the Heritage Foundation said that fuel economy standards are not good policy because they constrain choices, drive up costs, and price buyers out of the auto market. Loris said that fuel economy standards are difficult to set correctly because of challenges with predicting future gas prices. Loris also told the Subcommittees that CAFE standards are not an effective tool against climate change and that consumers should decide what kind of cars they want to drive.

Ramzi Hermiz of the Motor & Equipment Manufacturers Association supported continued yearly improvements to CAFE standards and the greenhouse gas vehicle emissions standards for passenger cars and light trucks. He said such improvement would drive technology development, assist American manufacturing domestically, and help the U.S. auto industry remain competitive in the global marketplace. Hermiz specifically offered support for alternatives 6 and 8 of the proposed rule. Alternative 6 would keep existing standards through model year 2020 and then 2 percent annual increases for passenger cars and 3 percent annual increases for light trucks for model years 2021-2026, and alternative 8 would keep existing standards through model year 2021 and then 2 percent annual increases for passenger cars and 3 percent annual increases for light trucks for model years 2022-2026. Hermiz asked the federal government to set objectives for fuel economy without prescribing specific solutions.

David Schwietert of the Alliance of Automobile Manufacturers similarly called for yearly increases in fuel economy but added that these increases should align with market demand. He supported a data driven final rule and one national program. Schwietert agreed with Deputy Administrator King's assessment that adjustments to CAFE are needed because the initial assumptions made do not match with present reality. Schwietert told the Subcommittees that unattainable standards do not help consumers or manufacturers. He said that what truly matters is what consumers buy, not what automakers produce.

Josh Nassar of United Auto Workers opposed the preferred alternative in the proposed rule, arguing that it would stifle innovation. He spoke in favor of the current standards' credit system and footprint model and said that the current standards provide a framework on which needed adjustments can be made. Nassar called for a solution that would keep jobs in the United States.

Schwietert told the Subcommittees that he supports adjusting standards to account for past errors because regulatory litigation causes uncertainty. Nassar also warned of "legal chaos" that would drive away investment in the auto industry.

Nichols and Representative Doris Matsui (D-CA) warned that under the SAFE Vehicles rule, construction projects may no longer conform to air quality plans as required by federal law. They said that the rulemaking could jeopardize federal transportation dollars for states like California.

Nichols told the Subcommittees that public education and charging infrastructure are impediments to EV adoption. Lew noted that Colorado is working to improve EV adoption and deployment of associated charging infrastructure. Nassar argued that CAFE standards helped the auto industry when it was falling behind global competitors on EV technology. He said that the U.S. should be at the forefront of EV technology and infrastructure to ensure American businesses are competitive.

M E M O R A N D U M

June 26, 2019

From: Akin Gump Strauss Hauer & Feld LLP

Re: House Transportation and Infrastructure Committee Roundtable on Mobility on Demand

The House Transportation and Infrastructure Committee's Highways and Transit Subcommittee held a roundtable on June 25 entitled "Examining the Role of Mobility on Demand (MOD) in Surface Transportation Policy." The Subcommittee heard from local government officials and transportation experts the integration of regarding emerging transportation technology into existing systems. The panel heard from:

- Scott Bogren: Executive Director, Community Transportation Association of America
- Faye Dastgheib: Senior Policy Analyst, District Department of Transportation
- Michael Hayes: Director of Government Affairs, Consumer Technology Association
- Tim McHugh: Chief Information Officer, Tri-County Metropolitan Transportation District of Oregon
- Brad Miller: Chief Executive Officer, Pinellas Suncoast Transit Authority
- Greg Regan: Secretary-Treasurer of the Transportation Trades Department, AFL-CIO

Benefits of MOD

Subcommittee Chair Eleanor Holmes Norton (D-DC) began the hearing by playing a video describing the benefits of MOD technology. The video said that the future of transportation is based on emerging modes and technologies such as tunnel-based transportation systems, autonomous vehicles, and scooters. The video called for expanding options in the multimodal transportation system and providing an integrated planning and payment system for passengers. The video claimed that MOD deployment would result in saved time, environmental benefits, and enhanced health and wellbeing. It also said MOD would result in more diverse transportation options, improved land use planning, reduced congesting, and better data collection.

Scott Bogren of the Community Transportation Association of America agreed that MOD services have the potential to increase mobility options, decrease healthcare costs, and improve human service delivery. Michael Hayes of the Consumer Technology Association said that

MOD provides environmentally friendly options and can help passengers plan trips by allowing them to compare options and book simply.

MOD Integration

Full Committee Chairman Peter DeFazio (D-OR) expressed interest in having a transportation system where users can see all conceivable options available to them through one comprehensive platform. Subcommittee Chair Norton said MOD both relieves and enhances public transit. Scott Bogren said MOD can increase transit ridership and enhance community public transit efficiency. Brad Miller of Pinellas Suncoast Transit Authority similarly said that MOD services increase the value of existing parts of transit system. Faye Dastgheib of the Washington, DC Department of Transportation said that public transit is the backbone of mobility, but that ridesharing options, scooters, and bikes can build on that backbone.

Scott Bogren said that MOD services change the existing transit model from asking passengers to fit their trip into what options are available to seeing how the transportation system can meet the needs of the passenger.

Tim McHugh of the Tri-County Metropolitan Transportation District of Oregon agreed that mass transit is the backbone of transportation but cautioned that haphazardly allowing every new MOD service could result in chaos. McHugh said that cities should work to achieve their transportation access goals thoughtfully rather than flood their citizens with options. He said that different modes of transportation should be visible to create efficiency. McHugh encouraged transportation agencies to provide an integrated payment system and a single platform to display available transit options. McHugh also told the Subcommittee that mass transit's road needs should be prioritized over other road users such as single occupant cars.

Data and Security

Faye Dastgheib said that transportation agencies must strike a balance between their need for passenger and trip data to better inform city planning and the passenger's need for privacy. She said that Congress and transportation agencies should discuss how to use data management platforms to interact with MOD services. Dastgheib said that data supplied to transportation agencies by MOD providers is helpful but does not always provide enough data. She agreed that passenger data must be secured to prevent against consumer harm in the event of a data breach.

Michael Hayes agreed that sharing data is a key component of MOD. He said that cities should ensure they have data sharing agreements that provide fair accessibility to MOD user data to ensure optimal city planning. Hayes cautioned that agreements between cities and providers

should ensure personal data is safe from hacking and misuse. Tim McHugh said that cities should be create more “aggressive” conditions of operation for MOD providers that ensure open access to data. McHugh and Dastgheib agreed that any form of travel pattern data should be exempt from Freedom of Information Act requests.

Accessibility

Michael Hayes said that ridesharing “democratizes” access to transportation. He said that ridesharing and other MOD services provides access to low-income areas underserved by other modes of transportation.

Representative Donald Payne (D-NJ) expressed concern that new MOD options only benefit those who can afford them. He asked the panel how MOD can be made accessible to low income riders. Hayes noted that many MOD options are used in low-income areas that are not served by other modes of transportation. He said that in those cases MOD services provide the only “lifeline” in the neighborhood.

Representative Payne suggested that autonomous vehicle manufacturers should be required to develop at least one model that can accommodate passengers with disabilities. Scott Bogren supported this idea, arguing that transportation providers should avoid having to retrofit systems into accessibility and should instead purpose-build them from the start.

Brad Miller agreed that new mobility options have cast a spotlight on accessibility issues within the transportation industry. He said that transportation providers should ensure they have enough wheelchair accessible vehicles to provide disabled users who cannot use new modes with comparable response times. Hayes said that MOD provides some benefits for individuals with non-ambulatory impairments, such as hearing impairments, which reduces demand on wheelchair accessible vehicles that would have otherwise been used to transport non-ambulatory impaired passengers.

Representatives Doug LaMalfa (R-CA) and Carol Miller (R-WV) expressed concern that MOD services provide ample benefits for urban areas but may not be beneficial for rural areas that are less profitable. Scott Bogren said MOD services can reduce isolation in rural areas.

Federal Role in MOD Development

Subcommittee Chair Norton said that Congress has to catch up to meet the needs of MOD systems that are already in use and that Congress should determine how to create an even playing field for MOD providers. Subcommittee Ranking Member Rodney Davis (R-IL) said that

Congress should ensure that MOD is safe but cautioned against stifling innovation through unnecessary bureaucracy.

Scott Bogren said that the Fixing America's Surface Transportation (FAST) Act reauthorization should provide federal investment in and incentives for MOD. Brad Miller said that the federal government should invest in all transit options to improve mobility but should recognize that new transit options are now a permanent part of cities' systems. Miller said that rides that connect to or complement transit systems should count towards federal formulas for existing funding, regardless of mode. He also asked Congress to support the Federal Transit Administration's MOD Sandbox program.

Representative Jared Huffman (D-CA) said that Congress and transportation agencies should plan for emerging MOD options rather than reacting as new modes become available. He supported incentivizing transportation and mobility planning.

Full Committee Chairman DeFazio asked the panelists if they would support a federal incentive, subsidy, or tax break to encourage the use of modes that can help reduce congestion and decrease fossil fuel pollution. He also proposed a zero occupancy vehicle tax. Michael Hayes said that congestion pricing could be a useful tool in reducing emissions but said that MOD providers have not agreed on a blanket solution for the industry.

Brad Miller said that MOD providers such as rideshare companies may increase congestion and gridlock. He said that investment in high capacity transit, bus rapid transit, and rail systems should continue. Miller said that rideshare companies can complement transit but that transit will always be needed in main corridors and urban centers.

Greg Regan agreed that the federal government should invest in robust transit systems that include trains, high occupancy buses, and passenger rail to reduce greenhouse emissions. He said that modes that cut transportation emissions already exists and should be more accessible. Regan said that Congress should ensure that existing transit systems are running clean vehicles, growing their services, and providing better services. DeFazio said he completely agrees and noted he recently asked House Speaker Nancy Pelosi for \$100 billion to bring transit "up to speed."

Regan disagreed that federal funds should be dedicated for MOD services such as ridesharing platforms. He said that public transit funds should not provide subsidies to companies that do not pay their employees well and \ are not upfront about how they use consumer data.

Regan also said that Congress should ensure that MOD providers comply with the same regulations as public transit providers. He noted that new modes are not subject to certain Americans with Disabilities Act compliance and training standards as well as regulations ensuring certain neighborhoods have access to the transportation service. He said that MOD providers should especially be subject to these regulations when they supplant existing public transit. Regan and Representative Miller agreed that Congress should create uniform standards for ridesharing security, such as standardized background checks for drivers.

Hayes said that Congress should modernize how rideshare trips and other new mobility trips are incorporated into national transit database reporting from and to transit hubs. Tim McHugh acknowledged that ridership is an important metric to track but encouraged officials to consider other performance metrics, such as carbon emissions and congestion, as well.

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PROPOSED SAFE VEHICLES RULE UPDATE

Proposed SAFE Vehicles Rule Moves One Step Closer to Finalization

With submission to the federal Office of Management and Budget (OMB) in May 2019, the proposed SAFE Vehicles Rule moved one step closer to finalization. This is one of the last steps in the federal rule making process. OMB is the agency responsible for regulatory policy, including coordination and review of all significant Federal regulations by executive agencies. The OMB review averages approximately 90-days before final rule making; although, it is possible that the review may move faster or slower than 90-days. Under this schedule, as previously stated by U.S. EPA Administrator Wheeler, the final SAFE Vehicles Rule is currently anticipated early Summer 2019.

17 Major Automakers Urge NHTSA/EPA & Governor Newsom to Find Middle Ground

Seventeen automakers sent a [letter](#) to President Trump expressing the auto industry's opposition to the proposed SAFE Vehicles Rule. The carmakers called on U.S. EPA and U.S. DOT to jointly promulgate a final rule that results in broad support, arguing it would provide stability and increased affordability by allowing the industry to proceed without fear of litigation – note, ARB is on record stating they will litigate the final rule. The letter urged President Trump to resume negotiations with the California Air Resources Board. A similar [letter](#) was sent to Governor Newsom as well.

The Trump administration rejected the automakers pleas. White House Deputy Press Secretary Judd Deere stated, that ARB had failed to propose a “productive alternative” to the administration's plan to ease requirements for tailpipe emissions and fuel economy standards. “We [the federal government] are moving forward to finalize a rule with the goal of promoting safer, cleaner, and more affordable vehicles,” Deere said in a statement.

Transportation California and California Laborers Join the Opposition

On June 12, 2019, Transportation California in coordination with 14 industries representing labor and trade organizations. The letter can be found [here](#).

CALCOG Pens Letter to Secretary Chao and Administrator Wheeler

CALCOG on behalf of impacted regions statewide submitted a [letter](#) and [project list](#) (attachment 3) to highlight the proposed rule's impacts on transportation throughout the state. As the letter states, the proposed SAFE Vehicles Rule, hampers the ability of California's transportation agencies to deliver approximately 2,000 projects totaling more than \$130 billion. These projects support a robust state economy and create important middle-class jobs. In addition, the proposed rule would interfere with California's ability to deliver improved goods movement infrastructure that serves the entire nation. Other important goals—such as

congestion relief, transportation system reliability, public health, housing, environmental sustainability, and equity—also would be significantly compromised for as much as 93 percent of the state’s population.

CARB Pens Transportation Impact Comment Letter

In August 2018, ARB submitted 400 pages of comments on the proposed rulemaking. Although robust in nature, that submission included only a handful of pages documenting the transportation related impacts of the proposed rule. ARB has since submitted a supplemental comment [letter](#) focused primarily on the rules impacts to transportation project delivery. Please see attachment 4 for additional information.

Joint House Subcommittee on Energy and Commerce and Subcommittee on Environment and Climate Change Hearing Set for June 20, 2019 at 10 a.m. EST (7:00 a.m. PST)

The Subcommittee on Consumer Protection and Commerce and the Subcommittee on Environment and Climate Change of the Committee on Energy and Commerce will hold a joint hearing on Thursday, June 20, 2019, at 10 a.m. in the John D. Dingell Room, 2123 of the Rayburn House Office Building on the Trump Administration’s efforts to roll back Corporate Average Fuel Economy (CAFE) standards and carbon pollution regulations from light duty cars and trucks. The hearing is entitled, "Driving in Reverse: The Administration’s Rollback of Fuel Economy and Clean Car Standards."

The memorandum from Chairman Pallone to Joint Subcommittee members can be found here. https://energycommerce.house.gov/sites/democrats.energycommerce.house.gov/files/documents/Briefing%20Memo_ECCCPC%20Hearing_2019.06.20_Vehicle%20Standards%20Rollback_Final.pdf

For those interested, the hearing can be viewed here: <https://energycommerce.house.gov/committee-activity/hearings/hearing-on-driving-in-reverse-the-administration-s-rollback-of-fuel>

CALCOG website provides continuing updates.

Please visit the CALCOG Policy Tracker (www.calcog.org/policytracker) for up to date information regarding the Proposed SAFE Vehicles Rule.

Potential Impact of SAFE Vehicles Rule Change to Solano County Projects

Projects in the 2019 TIP & Plan Bay Area 2040 (RTP/SCS)					
County	Sponsor	Project Name	Project Limits	Affected Project Cost	Potential Impact
Solano	STA	I-80/I-680/SR 12 Interchange Improvements	Phase 2 (Jameson Canyon Connector to Eastbound I-80)	\$ 76,000,000.00	Requiring Federal Action by October 2019 (ACOE) and April 2020 FHWA Approval of CON funding
Solano	MTC	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	I-80 from Red Top Rd to I-505		INFRA Grant pending, SB1 Submittal Fall 2019 - If awarded SB1 FHWA Approval of CON Funding June 2020
Solano	Solano County	SR 37/Fairgrounds Dr Interchange Improvements	SR-37/Fairgrounds Dr Interchange	\$ 22,000,000.00	TIP Amendment required (Summer 2019), FHWA Allocation PS&E add'l funding Summer 2019
Solano	Fairfield	Fairfield/Vacaville Intermodal Rail Station	Along the Capitol Corridor at Vanden Rd and Peabody Rd	\$ 12,000,000.00	If federal funding is (STIP) is programmed, the CON allocation by FHWA - 2022
Solano	STA	Jepson Pkwy - Segment 1B	In Vacaville on Leisure Town Rd from Elmira Rd to Horse Creek	\$ 21,852,842.00	FY 2021-22 FHWA Approval of CON Funding
Solano	BATA	SR 37 Segment B	On SR 37 Between Mare Island and SR 121	\$ 150,000,000.00	Approval of Permits for Interium Projects (ACOE and USFWS)
Solano	Various	Local Streets & Roads	Throughout Solano County	\$ 8,000,000.00	FHWA Approval of CON Funding
Solano	Various	Safe Routes to Schools	Throughout Solano County	\$ 5,000,000.00	FHWA Approval of CON Funding

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DATE: June 25, 2019
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
RE: Solano Commuter Profile and Marketing Research Request for Proposal (RFP)

Background:

The Solano Mobility Program (in existence since 1979 and formerly named Solano Napa Commuter Information (SNCI) is led by the STA where staff work to support the transportation needs and services of all Solano County residents including commuters, employers, students, older adults and people with disabilities.

For commuters, the travel distance going to and from Solano County is the highest among all Bay Area counties, and thus Solano County has consistently led the Bay Area and Northern California mega region in casual carpooling and vanpooling. However, Solano County is currently ranked last among Bay Area counties in overall commute alternative mode usage.

The goal is to change this trend by offering a variety of programs to encourage and incentivize the use of alternative travel modes which include vanpool and carpool incentives, Emergency Ride Home, an employer commute challenge and most recently an online, mobile and user-friendly platform called Ride Amigos. Through the use of Ride Amigos at commuterinfo.net, the program is reorganizing its implementation strategy to expand collaboration, efficiency, accessibility, and ease into commuting, especially via non-drive alone modes. This also includes encouraging transit use among Solano County residents to and from the county through SolanoExpress and locally through the four countywide transit operators. STA's Solano Mobility Program is committed to meeting people where they are in their commuting experiences, whether it be considering switching from single occupant vehicles to carpooling or taking SolanoExpress even if these changes occur once or twice a week.

Discussion:

From 1992 to 2010, the Regional Rideshare Program conducted an annual survey of commuting behavior. This study, Commute Profile, was based on data collected from telephone interviews with residents in the nine Bay Area counties. The study was used as a tool to help Transportation Demand Management (TDM) agencies better understand Bay Area commuters and their commute patterns. Since the defunding of the Regional Rideshare Program by the Metropolitan Transportation Commission (MTC) in 2016, there has not been any regional or countywide market research or studies on current commute patterns, trends and promotions.

With the growing population in the Bay Area and particularly those traveling to and from Solano County, there's a need to better understand the demand and propensity to use transit and non-single occupant vehicle options to relieve congestion and improve air quality. STA's Solano Mobility staff is interested in working with a consultant who can use big data to gather and analyze current travel patterns and trends that can help lead to a more strategic approach in increasing alternative mode usage among Solano County commuters. This data profile would

analyze demographic information, origin/destination, travel time and trip length of commuters relative to the current system to determine potential alternative mode options for both transit dependent riders and choice riders. The data and analysis will also be used to inform a more robust marketing strategy that can create specific targets per modes and/or segments of a mode that can potentially increase ridership.

The Solano Mobility staff will also work with the STA marketing team on a number of strategies, plans and products as part of STA's overall marketing strategy. In order to ensure the program is reaching its target group with the right messages, staff recommends securing the services of a consultant who can evaluate the overall marketing program for Solano Mobility, and recommend adjustments to the marketing and promotion strategy and plan.

Fiscal Impact:

The Solano Mobility Program is funded using Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD). The proposed \$100,000 funding for developing the commute profiles and marketing research would come from the existing BAAQMD and YSAQMD funds.

Recommendation:

Authorize the Executive Director to:

1. Make a budget modification to increase the FY 2019-20 Programs Department Budget by \$100,000 to fund the Solano Commuter Profile and Marketing Research; and
2. To enter into an agreement(s) with a consultant(s) to create an updated Commuter Profile for Solano County commuters and commute patterns and additional marketing research to encourage use of SolanoExpress and other alternative travel modes.



DATE: July 1, 2019
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Solano-Napa Activity Based Model Update

Background:

The Solano Napa Activity Based Model (SNABM) was developed as a focused version of the Metropolitan Transportation Commission's (MTC's) Activity Based Model. The base year was updated to 2015 conditions by Cambridge Systematics (CS). Napa Valley Transportation Authority (NVTa) and STA hired TJKM consultants to validate the model in September 2018 due to considerable variances with observed conditions and forecasted counts between the Napa County and Solano County.

TJKM and the STA were in the process of concluding their model validation in March 2019, and although there were improvements to the results, it became evident that better results could be obtained with a larger sample rate for local traffic patterns. The issue is that the current model is calibrated with MTC's model which includes Traffic Analysis Zones (TAZs) from all 9 Bay Area counties as well as adjoining regions (e.g. San Joaquin, Sacramento and Monterey). The large amount of TAZ information diminishes the actual traffic sample size for just Solano and Napa County traffic conditions. Essentially, the current version of the SNABM model uses a 15% sample rate which resulted in under prediction or over prediction of mode split and travel in certain corridors. Located in Solano and Napa Counties.

Other areas where the model could be improved are related to the use of older land use data and an addition of public transit ridership forecasts. The model currently utilizes 2013 Plan Bay Area Regional Transportation Plan (RTP) land use forecasts. MTC's model has been updated to Regional Model 1.5 with updated land use in anticipation of the 2050 RTP development currently underway. The new MTC model also includes Transportation Network Company (TNC) factors and is better calibrated to perform public transit forecasts. Lastly, Vehicle Miles Traveled (VMT) mitigation is a new requirement for the California Environmental Quality Act (CEQA). Previously, Level of Service (LOS) analysis and mitigation was the primary measurement for transportation impact under CEQA. The current model is not designed to provide data to measure VMT impacts.

Discussion:

STA staff is recommending updating the Solano-Napa model with the attached scope of work to address the deficiencies noted above. A better performing model with up to date data is immediately necessary for the 2019 Congestion Management Program Update and Solano Express Lanes project. It is also necessary for the upcoming coordinated Short Range Transit Plan updates planned for later this year as well as any new projects requiring VMT CEQA analysis.

STA staff recommends a continued partnership with NVTA for cost savings from common tasks and data acquisition. The proposed scope of work is attached and includes 6 primary tasks:

1. Update Network, Land Use, Freight Generators and Externals
2. Model Implementation
3. Implement PopulationSim and Housing Sampling
4. Calibration
5. Highway and Public Transport Model Validation
6. Documentation

The desired results from the proposed scope of work are to have a larger sample size, updated land use data, transit forecasting ability and tools to analyze VMT.

The STA Model TAC met on Monday, June 24th to discuss the proposed scope of work. The Model TAC approved the scope of work with one addition to ensure the model network files is compatible with GIS format for easy integration for publishing and presentation formats.

The STA TAC reviewed this item and unanimously approved it at their meeting on June 26th.

Fiscal Impact:

The proposed amended scope of work would result in a budget amendment of \$175,000 with STA's portion of \$99,953 and NVTA's portion of \$75,047. STA has budget for its share through f One Bay Area Grant (OBAG) Planning Funds.

Recommendation:

Authorize the Executive Director to amend the agreement with TJKM to include the new scope of work and budget of \$175,000 to update the Solano Napa Activity Based Model as shown in Attachment A.

Attachment:

- A. Model Update Scope of Work and Budget

Solano Napa Activity Based Model Update

SCOPE OF WORK

Task 1: Update Networks, Land use, Freight Generators and Externals

The team will update roadway and public transit networks based on inputs from STA and NVT. Traffic Analysis zones will be split near major public transport stops (for example on express route stops) to improve modeling of access and egress. Land use for the splits will be updated based on information from ABAG and inputs from local jurisdictions. Also, land use and demographic data will be updated to the latest 2019 RTP. Freight generators currently used in the model will be reviewed and updated if necessary. External trips into and outside Solano and Napa counties will be revisited and updated using the CA Statewide Model trip tables and calibrated to match traffic counts.

Task 2: Model implementation

The team will obtain the Solano\Napa model and implement the model on their servers. The team will integrate MTC's most recent travel model (TM1.5) with existing Solano\Napa networks and TAZ system. The team will make any necessary changes to TM1.5 Cube scripts to address differences between the Solano Napa model roadway and public transit network and TM1.5 networks.

Task 3: Implement PopulationSim and Household Sampling

The team will implement MTC's new population synthesis software (PopulationSim) using Solano\Napa TAZ data for base year and one future year. We will implement household sampling in TM1.5 in order to reduce Monte Carlo variation in Solano\Napa counties.

Task 4: Calibration

The team will calibrate model to improve highway and transit validation, starting from TM 1.5 model parameters. Destination and mode choice models will be calibrated to ensure that trip patterns and mode choice from the model match observed data. Available Streetlight data will be used for calibration

Task 5: Highway and Public Transport Model Validation

The team will take the calibrated model from the above steps and set up separate procedures for assignments for Napa and Solano counties. We will separately validate both the county models to ensure that the highway assignment volumes match observed traffic counts for daily and AM, PM peak hour time periods. Public Transit assignment validation will be conducted to ensure that the model boarding's and alighting's match observed ridership. The team will use available on board surveys and observed ridership during calibration and validation.

Task 6: Documentation

The team will document changes to implementation, population synthesis results, calibration adjustments, calibration results and validation statistics.

BUDGET

Based on our Scope of Work, our estimated level of effort is a not-to-exceed amount of \$175,000. TJKM will bill on a time and material basis on monthly basis. Below is a breakdown of our level of effort by task.

Task	Notes	Total Cost	STA	NVTA	Split
1	Separate Effort	\$ 15,000.00	\$ 10,000.00	\$ 5,000.00	STA 2/3; NVTA 1/3
2	Common Effort	\$ 26,170.00	\$ 13,085.00	\$ 13,085.00	STA 1/2; NVTA 1/2
3	Common Effort	\$ 22,345.00	\$ 11,172.50	\$ 11,172.50	STA 1/2; NVTA 1/2
4	Common Effort	\$ 33,465.00	\$ 16,732.50	\$ 16,732.50	STA 1/2; NVTA 1/2
5	Separate Effort	\$ 59,720.00	\$ 39,813.33	\$ 19,906.67	STA 2/3; NVTA 1/3
6	Common Effort	\$ 17,000.00	\$ 8,500.00	\$ 8,500.00	STA 1/2; NVTA 1/2
Direct Expense	Common Effort	\$ 1,300.00	\$ 650.00	\$ 650.00	STA 1/2; NVTA 1/2
Total		\$ 175,000.00	\$ 99,953.33	\$ 75,046.67	



DATE: July 2, 2019
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Status of Priority Development Areas (PDAs) and Priority Production Areas (PPAs) Designation and Implementation

Background:

The Solano Transportation Authority (STA) and its member agencies have identified opportunity areas called Priority Development Areas (PDA) to prioritize housing and job growth in each city near transit locations. In addition, locations in the unincorporated area were identified as opportunity sites for agricultural preservation, open space and/or farm to market locations called Priority Conservation Areas (PCA). Solano County initially had 8 PDAs and 5 PCAs in 2008. These were selected by the cities and County of Solano and formally approved by the Association of Bay Area Governments (ABAG) for future focused planning and implementation. Since then, Solano County cities have increased the number of designated PDAs to 13 and Solano County has evaluated and additional 4 sites for potential PCA designations.

The significance of PDAs and PCAs for the STA is that transportation funding has been prioritized by the Metropolitan Transportation Commission (MTC) for those locations since the first federal One Bay Area Grant (OBAG) cycle in 2013. Solano County and the other North Bay Counties were required to program 50% of the county OBAG share (approximately \$10 million) within PDAs with a separate allocation of \$2 million for PCAs. This funding requirement and amounts carried over into OBAG 2 and will likely be similar on a higher percentage in the 2022-23 OBAG 3 cycle.

With a greater focus at the regional and state level on housing and job production, the implementation of PDAs, and potentially future PCAs, will be affected by the CASA Compact recommendations and strategies identified in MTC/ABAG's Regional Growth Strategies Perspective Paper.

Discussion:

MTC/ABAG has announced an open call for new PDA, PCAs and a new Priority Production Area (PPA) designations. The new PPA is a pilot for identifying locations for manufacturing type employment locations. Fortunately, the cities and County of Solano, in partnership with Solano Economic Development Corporation (EDC), have developed an economic plan for Solano County, called Moving Solano Forward, that includes an analysis of key economic catalyst sites that provides extensive economic data could be the basis for potential PPA designations.

The basic framework for the call for PDA, PCA and PPA pilot designations is outlined in the attached Regional Growth Framework Revisions: Next Steps memo from MTC/ABAG (Attachment

A). As part of this call, the seven cities and the County of Solano are also able to adjust existing PDA and PCA boundaries. The last time MTC/ABAG formally opened the designations for new locations or adjustments was in 2012 as part of their Regional Transportation Plan: One Bay Area 2035 effort. It will likely be several years until the next opportunity to provide new PCA, PDA, or PPA designations or adjust current boundaries. MTC/ABAG's process for the call is to provide letters of interest by September 16, 2019 and resolutions of approval by December 2019. MTC/ABAG just released the format for letters of interest on Monday, June 17th.

STA staff, during the last two months, met with the seven cities and the County of Solano individually to discuss MTC/ABAG's call for new or adjusted PCA, PDA and PPA designations. In addition, STA staff has assessed the current PDAs on their progress made toward housing and summarized the status as shown in Attachment B. Several funding opportunities for housing and employment production are anticipated this year and in the coming years for PDAs and PPAs from the State and the region. STA staff is recommending each agency to consider modifying their current designations in order to be eligible to take advantage of anticipated transportation and housing funding. Funding for PCAs is anticipated to continue to be provided by MTC/ABAG through the OBAG as part of the next funding cycle as well.

STA staff will continue to monitor and inform the Solano Planning Directors, STA TAC, Solano City Managers and STA Board on the progress of these designations as the process continues.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachments:

- A. MTC/ABAG Regional Growth Framework Revisions: Next Steps memo
- B. PDA/PPA/PCA Format Letters
- C. Solano County PDA Progress Chart
- D. Solano County PDAs
- E. Solano County PCAs

**Metropolitan Transportation Commission and the
Association of Bay Area Governments
Regional Advisory Working Group**

May 5, 2019

Agenda Item 4

Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

Subject: Presentation on additional refinements to the proposed Regional Growth Framework update, highlighting specific revisions for which staff will be seeking approval by the ABAG Executive Board and Commission in May 2019.

Background: Last month, staff presented on the Regional Growth Framework Update process in advance of Plan Bay Area 2050, which will kick off in September 2019. Staff identified a suite of potential revisions, including addressing shortcomings of today’s Priority Development Areas (PDAs), allowing for nominations of new growth areas, and considering incorporating state-identified Transit Priority Areas and High Opportunity Areas. To respond to Committee requests, this month staff is providing in-depth information about the performance and status of each PDA and presenting detailed proposals to strengthen the current framework.

Issues: **Priority Development Areas – Status and Performance.** The Horizon Regional Growth Strategies Perspective Paper assessed the region’s progress toward implementing the current Regional Growth Framework – a look back at how we’ve done. While there have been notable successes, many PDAs do not meet the program transit criteria and half of all state-designated Transit Priority Areas (TPAs, or transit-rich locations) have not been nominated by a local jurisdiction to become a PDA. As we chart a path forward, it was equally important to assess the performance of the PDAs against the Horizon Guiding Principles. From that performance analysis, residents of PDAs face disproportionately higher levels of displacement risk and limited access to opportunity. **Attachments C and D** provide detailed information about the status and performance of each PDA, respectively.

Priority Development Areas – Path Forward. The regional planning landscape has changed significantly in the past decade, with an escalating housing crisis, growing recognition of the importance of equity and resilience, and new transportation technologies setting the stage for a more comprehensive approach to shaping the Bay Area’s growth.

To reflect this reality, staff proposes updating the definition of a PDA as: *an infill location that is planned for significant housing and job growth, offers a suite of mobility options which enable residents to live a car-free or car-light lifestyle, and promotes greater opportunity for all, regardless of race or income.* To operationalize this new definition and to provide greater flexibility for local jurisdictions to meet program guidelines, staff proposes establishing two categories of PDAs:

- **Transit-Rich PDA**

- ✓ PDA Plan for housing and job growth, including affordable housing, adopted or to be completed by 2025; and
- ✓ High-Quality Transit: at least 50% of land in PDA is within ½ mile of an existing or planned rail station, ferry terminal, or bus line with headways of no more than 15 minutes in peak periods (i.e., Transit Priority Area).

- **Connected Community PDA**

- ✓ PDA Plan for housing and job growth: adopted, or to be completed no later than 2025; and
- ✓ Basic Transit: at least 50% of land in PDA is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and one of the following:
 - ✓ High Resource: located in a high resource area (HRA) as defined by the California Department of Housing and Community Development (HCD); or
 - ✓ Supportive Policies: adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled, described in greater detail in **Attachment E** by January 2020.

For PDAs that do not meet the updated transit requirements, staff proposes allowing CTAs and local jurisdictions until September 2019 to identify one or more improvementsⁱ necessary to meet at least the Connected Community standard. Staff proposes providing until September 2019 for jurisdictions without PDA Plans to provide an expected start and adoption date for a Plan.

Priority Conservation Areas (PCAs): No changes are proposed to the definition or criteria for PCAs at this time.

Priority Production Areas (PPAs): PPAs are proposed to be advanced through a pilot program in Plan Bay Area 2050, with an opportunity for further refinement post-Plan adoption in 2021. Staff proposes adoption of the following criteria for PPAs:

- ✓ Zoned for industrial use or has a high concentration of industrial activities, and
- ✓ Does not overlap with a PDA and does not include land within one-half mile of a regional rail station or ferry terminal, and
- ✓ The local jurisdiction has a certified Housing Element

Detailed information about the proposed PPA program is included in **Attachment G**.

Next Steps:

After taking into account comments received, staff will seek approval in May by ABAG and MTC. Following adoption, ABAG/MTC staff will engage local jurisdiction and CTA staff, as well as elected officials, to advance new PDAs, PPAs and PCAs, and to ensure existing PDAs meet program standards.

Attachments:

Attachment A: Overview of Proposed Framework Geographies

Attachment B: Presentation

Attachment C: Status of Current PDAs - Program Criteria and Housing Permits

Attachment D: Performance of Current Priority Development Areas (PDAs) - Key Indicators

Attachment E: Supportive VMT-Reduction Policies

Attachment F: Priority Conservation Areas (PCAs) Overview

Attachment G: Proposed Priority Production Area (PPA) Pilot Program Overview

ⁱ Including capital and operating costs

Letter-of-Interest: Priority Conservation Area

Use this form to express interest in: a) establishing a new PCA; or b) modifying the boundaries of an existing PCA.

Instructions: Complete this form and send it to pcas@bayareametro.gov along with a GIS shapefile of the PCA boundaries, and any additional attachments, by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating new PCAs will be required by **January 16, 2020**.

For other forms, including Priority Development Area (PCAs) or Priority Production Area (PPAs) Letters of Interest, and for Letters of Confirmation for PDA Planning, Transit Service, and VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: APPLICATION TYPE

I want to: Propose a new PCA Modify an existing PCA

2: GENERAL PCA INFORMATION

City or County: _____ Date: _____

PCA Name: _____ Acres: _____

Staff Contact/Title: _____

Email: _____ Phone: _____

3: PCA DESIGNATION

Step One: Determine the designation for your PCA and its benefits by reviewing the [designations](#) and [required benefits](#).

Step Two: Check the appropriate box(es) below for the PCA Designation:

- Natural Landscapes Agricultural Lands Urban Greening
- Regional Recreation

Step Three: Check the appropriate boxes below for the PCA Benefits:

- Terrestrial EcoSystems Aquatic (Water) Ecosystems
- Water Supply and Water Quality Agricultural Resources and Economy
- Community Health Recreation Climate and Resilience Compact Growth

Name & Title:

Signature:

Date:

Letter-of-Interest: Priority Development Area

Use this form to express jurisdictional interest in: a) establishing a new PDA; or b) modifying the boundaries of an existing PDA.

Instructions: Complete this form and send it to pdas@bayareametro.gov along with a GIS shapefile of the PDA boundaries, and any additional attachments, by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating new PDAs will be required by **January 15, 2020**. Resolutions are not required to modify an existing PDA.

For other forms, including Priority Conservation Area (PCA) or Priority Production Area (PPA) Letters of Interest, and for Letters of Confirmation for PDA Planning or VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: APPLICATION TYPE

I want to: Propose a new PDA Modify an existing PDA

2: PDA DESIGNATION

Step One: Determine the **designation** for your PDA by reviewing [this map](#). If the area you wish to designate a PDA is not shown as **eligible**, complete Section 6.

Step Two: Check the appropriate box below:

- Transit-Rich Connected Community/High Resource Area
 Connected Community/Outside High Resource Area*

*Also complete VMT-Reduction Letter of Confirmation, available [here](#)

3: GENERAL PDA INFORMATION

City or County: _____ Date: _____

PDA Name: _____ Acres: _____

Staff Contact/Title: _____

Email: _____ Phone: _____

4: PLANNING STATUS

		Adopted	In Progress	None**
Level of Planning Completed for PDA:	Specific Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Other* Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	EIR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Consistent Zoning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*If "Other Plan" selected, please describe:

**If "None" selected, indicate expected start and completion year:

5: LAND USE

		2017 or most recent	Planned**	"Planned" year
Housing & Jobs	Dwelling Units*			
	Jobs*			

*All figures can be estimates

**Can be based upon buildout in most recently adopted plan, such as the "Project" analyzed in an EIR, or a staff estimate

6: IF NEEDED - ADDITIONAL TRANSIT INFORMATION

If the majority of land in the PDA is not shown as eligible on the PDA designation map, please describe existing or planned transit service in the PDA that meets eligibility criteria:

Mode	Status		Agency & Route/Station
<input type="checkbox"/> Rail	<input type="checkbox"/> Existing	<input type="checkbox"/> Planned	
<input type="checkbox"/> Ferry	<input type="checkbox"/> Existing	<input type="checkbox"/> Planned	
<input type="checkbox"/> 15 minute bus	<input type="checkbox"/> Existing	<input type="checkbox"/> Planned	
<input type="checkbox"/> 30 minute bus	<input type="checkbox"/> Existing	<input type="checkbox"/> Planned	

Please attach a map, preferably a GIS shapefile, of the stop location(s) when submitting this form.

7: OPTIONAL - REGIONAL CATALYST SITES

If the PDA includes one or more planned or potential development site with the capacity to provide at least 1,000 new housing units, please describe the site(s) below:

Name	Current Use	Potential Future DU	Potential Future Commercial SF	Approximate % Affordable	Phase

Name & Title:

Signature:

Date:

Letter-of-Interest: Priority Production Area

Use this form to express jurisdictional interest in establishing a Priority Production Area (PPA) through the PPA Pilot Program.

Instructions: Complete this form and send it to ppas@bayareametro.gov along with a GIS shapefile indicating the boundaries of the proposed PPA by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. For PPAs proposed by multiple jurisdictions, please indicate in “City and County” the names of all jurisdictions that land in the proposed PPA would encompass. Please also provide a primary contact. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating the proposed PPA will be required by **January 15, 2020**.

For questions on this form, please contact ppas@bayareametro.gov

For other forms, including Priority Development Area (PCAs) or Priority Production Area (PPAs) Letters of Interest, and for Letters of Confirmation for PDA Planning, Transit Service, and VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: GENERAL PPA INFORMATION

City or County: _____ Date: _____
PPA Name: _____ Acres: _____
Staff Contact/Title: _____
Email: _____ Phone: _____

2: LOCATION

Step One: Locate the area you would like to designate a PPA on this **map**<Insert weblink>.

Step Two: Respond to the questions below by checking the appropriate box:

Is the proposed PPA:

Within an urbanized area?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Beyond ½ mile of a regional rail station*?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Outside of a PDA	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
If inside a PDA, is this PDA proposed for re-designation to a PPA?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

*Heavy, commuter, or intercity rail, including Caltrain, SMART, ACE, and Amtrak/Capitol Corridor

3: PRIORITIZED FOR INDUSTRIAL USE

Is the PPA:

Zoned for industrial use? Yes No

A concentration or cluster of industrial uses or activities engaged in production, manufacturing, distribution, goods movement, or repair? Yes No

If the area includes a high concentration of industrial uses, describe the predominant industries:

Describe any industries or key employers at risk of displacement, or prioritized for retention:

Describe key industries envisioned for expansion in the PPA:

4: HOUSING ELEMENT

The jurisdiction has a certified* Housing Element: Yes No

If yes, year of most recent Housing Element:

In no, explain status of the Housing Element and anticipated certification:

5: OPTIONAL - REGIONAL SIGNIFICANCE

Please describe the role of the area in sustaining or expanding the Bay Area economy and creating middle-wage jobs, and/or improving jobs/housing balance:

6: OPTIONAL - PLANNING

Please describe any adopted, in-progress, or anticipated planning efforts to advance the PPA:

Name & Title:

Signature:

Date:

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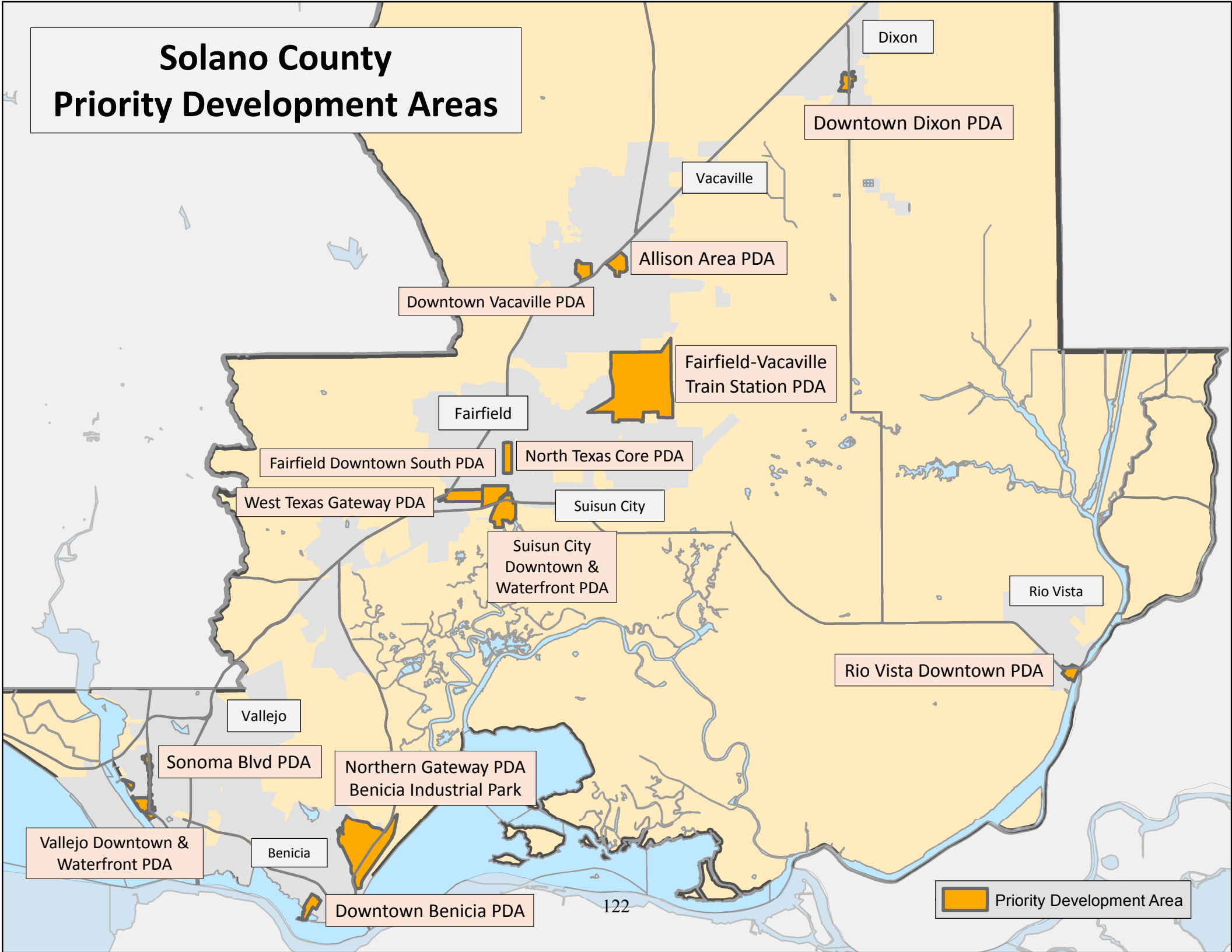
Solano County Progress Report on PDAs

June 2019

Pre-OBAG 1	PDA Name	30 Min Transit	PDA Plan	First/Last Mile
	Downtown Fairfield	✓	✗	✗
	Downtown Suisun	✓	✗	✗
	Allison Area (Vacaville)	✓	✗	✗
	Benicia Industrial Park	✗	✗	✗
	West Texas (Fairfield)	✓	✗	✗
	Downtown Vallejo	✓	✗	✗
	Sonoma Blvd (Vallejo)	✗	✗	✗
	Fairfield/Vacaville Train Station	✗	✗	✗
	Downtown Benicia	✗	✗	✗
	Downtown Vacaville	✗	✗	✗
	Downtown Dixon	✗	✗	✗
	Downtown Rio Vista	✗	✗	✗

3 Years into OBAG 2	PDA Name	30 Min Transit	PDA Plan	First/Last Mile
	Downtown Fairfield	✓	✓	✓
	Downtown Suisun	✓	✓	✓
	Allison Area (Vacaville)	✓	✓	✓
	Benicia Industrial Park	✓	✓	✓
	West Texas (Fairfield)	✓	✓	✓
	Downtown Vallejo	✓	✓	✓
	Sonoma Blvd (Vallejo)	✓	✓	✓
	Fairfield/Vacaville Train Station	✓	✓	✓
	Downtown Benicia	✓	✓	✓
	Downtown Vacaville	✗	In Progress	✗
	Downtown Dixon	✗	In Progress	✗
	Downtown Rio Vista	✗	✓	✗

Solano County Priority Development Areas



 Priority Development Area

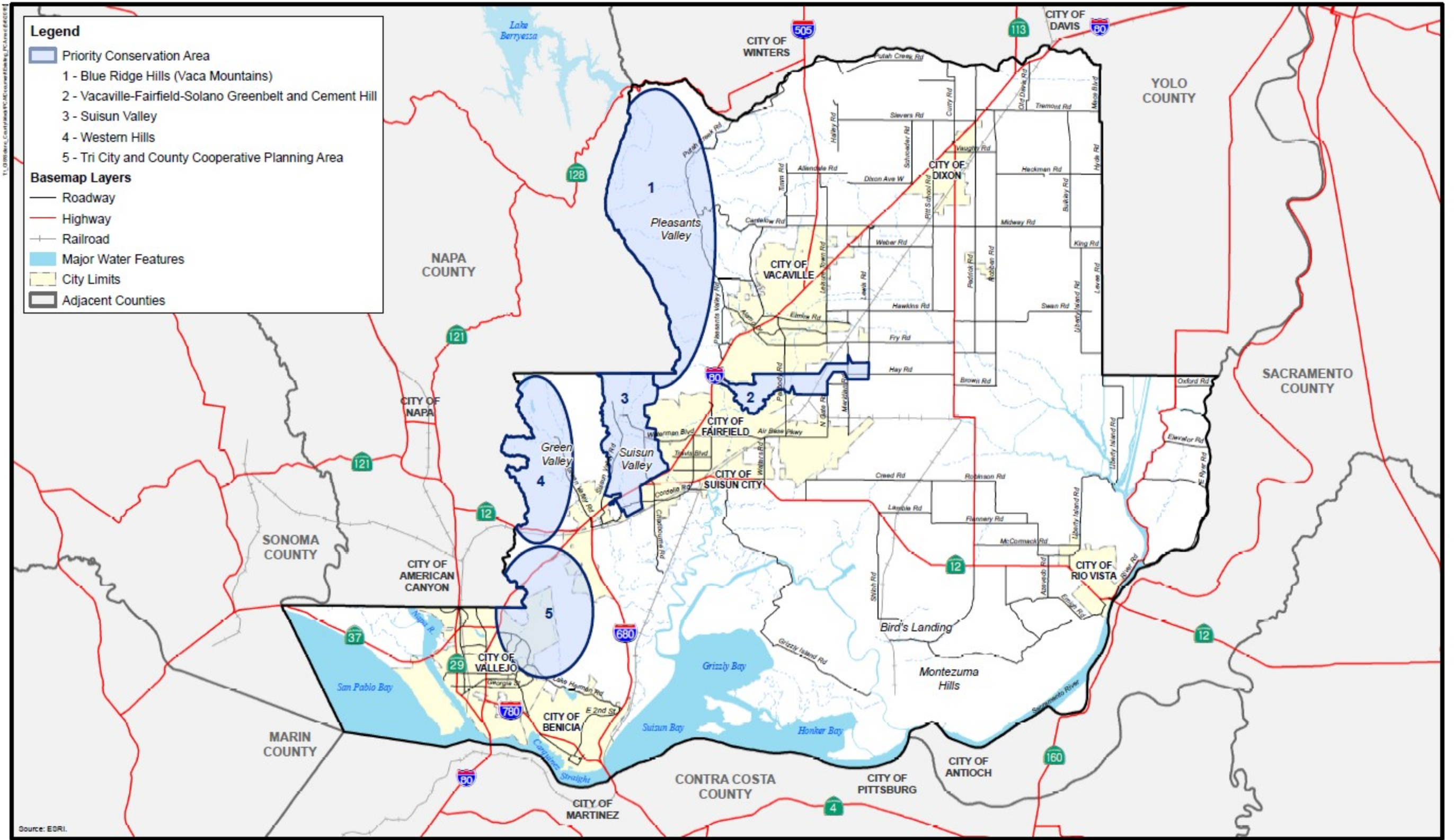


Figure X
Existing Solano County PCAs
PMC

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DATE: July 1, 2019
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Regional Transportation Impact Fee (RTIF) – 3rd Quarter Update FY 2018-19

Background:

The STA and the County of Solano coordinate on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$5.3 million collected as of the end of the 1st Quarter of Fiscal Year (FY) 2018-19.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield (3 of 5) and the County of Solano (5 of 5) located in multiple Working Groups and the other six cities participating in one geographical working group. Attachment A illustrates the five RTIF Working Group boundaries. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and regional transit related projects. The selected RTIF eligible transportation projects for each Working Group are the following:

1. Working Group District 1- Jepson Parkway
2. Working Group District 2- Hwy 12/Church Road Project - (Update Needed)
3. Working Group District 3- Fairgrounds Drive
4. Working Group District 4- Green Valley Overcrossing
5. Working Group District 5- SR113 Safety Study
6. Transit Working Group District 6- Fairgrounds Drive
7. County Unincorporated Working Group District 7- McCormick Rd and Hay Rd

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

Discussion:

RTIF Revenues for 3rd Quarter of FY 2018-19

Solano County has received RTIF checks from each member agency for FY 2018-19 for Q3. A total amount of \$6.45M has been collected since the inception of the RTIF program. For the third quarter of FY 2018-19, a total of \$378,325.05 has been collected for all RTIF districts. The previous 2 quarters have been well above the historical average as compared with other previous quarters. A RTIF district specific summary will be provided at the Board meeting.

PFF Update and Coordination with Member Agencies

The County of Solano, the collector of the PFF, is in the process of updating their nexus report and a draft has been produced. The County and STA have scheduled a meeting on July 10th at 4pm at Suisun City Hall to discuss this update and any changes in fee schedules. While the meeting is focused on briefing STA Board Members and City Managers, and the County CAO, TAC members are welcome to attend this meeting.

Fiscal Impact:

None to the STA Budget. Funding is provided by the Solano County Regional Transportation Impact Fee (RTIF).

Recommendation:

Informational.



DATE: June 27, 2019
TO: STA Board
FROM: Janet Adams., Deputy Executive Director/Director of Projects
Anthony Adams, Project Manager
RE: Schedule for 2020 Surface Transportation Improvement Program (STIP)

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 state gas tax which is placed into the State Highway Account. 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. Historically, Solano County averages about \$10M per STIP cycle in population shares of STIP funds (the RTIP) share for Solano (Attachment A). STA is responsible for programming the RTIP and the California Transportation Commission (CTC) programs the ITIP.

The California Legislature passed Senate Bill 1 (SB1) in April of 2017. This Bill raised the state gas tax, among other revenue sources, to help fund transportation improvements. The passage of this bill means that STIP shares will be more stable in the future and as the gas tax, which funds the STIP, will include a Consumer Price Index (CPI) adjuster.

In December 2017, the STA Board approved the Solano Priority Project List which was intended to be a guide for future programming actions by the STA Board of STIP and other competitive funds (Attachment A).

Discussion:

SB1 Funding Categories and Local Match

Numerous funding categories have been created with the passage of SB1. Many of these funding programs, especially “Trade Corridors Enhancement” and “Solutions for Congested Corridors”, line up with the project priorities of the STA Board. These funding program require project sponsors to have a local match, with project scoring higher the more the local match percentage. With the introduction of new state funding available to priority projects, STA will consider where future STIP allocations will be programmed to set Solano County up for successful funding applications.

Future STIP Funding Priorities and Prior Commitments

The STA Board has prioritized three regionally significant projects that will seek funding from newly created SB1 funding categories. The prioritized projects that are eligible for this funding include the I-80 Express Lanes, I-80 WB Truck Scales, and I-80/I-680/SR12 Interchange. With the large project costs associated with these funding priorities, a large local match will need to be made available to be competitive. The 2020 STIP estimate will be made available by CTC at their June 26th and 27th meeting, but MTC has provided STA with a rough estimate of what can be expected for future STIP cycles, approximately \$10M per 2 year cycle.

Over the past 10 years, Solano’s STIP shares have gone to projects such as the Vallejo Ferry Terminal, FF/VV Train Station, West B Undercrossing in Dixon, and Jepson Parkway (Fairfield and Vacaville). Jepson Parkway has received the bulk of this investment, which resulted in environmentally clearing all remaining segments, right of way, design, and constructing 2 segments: Two segments still remain, one in Fairfield and one in Vacaville. STA has committed to assisting Vacaville in completing their remaining Jepson Parkway segment, utilizing a mixture of remaining 2018 STIP shares and development impact fees. The City of Fairfield’s remaining segment is estimated at a cost of \$7M and is estimated to be delivered in FY 2024-25.

The 2018 STIP programmed the following projects:

- Jepson Pkwy, 4-lane widen, Elmira Rd-New Ulatis Crk - \$9.296M
- I-80/I-680/SR 12 Interchange - Package 2A - \$9M
- SR 12/Church Rd., intersection improvements - \$1.939M
- SR 37/Fairgrounds Interchange - \$5M

2020 STIP Preliminary Project Considerations

Based upon discussions with member agencies and STA Board priorities, STA staff is considering the following projects for the 2020 STIP:

- Jepson Pkwy, 4-lane widen, Canon Rd to south of Leisure Town Rd
- I-80/I-680/SR 12 Interchange - Package 2
- SR 12 Rio Vista Downtown Complete Street
- Project Initiation Document for Solano Express Lane, I-505 to Solano County line
- Fairfield/Vacaville Train Station Building

2020 STIP Development Schedule

The following is a 2020 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

June 26, 2019	TAC STIP 2020 info (update on STIP)
July 11, 2019	STA Board STIP 2018 info
September 25, 2018	TAC recommends 2018 STIP project recommendations to STA Board
October 9, 2019	STA Board approves 2018 STIP Solano project recommendations to MTC
November 1, 2019	Deadline for CMAs to submit project listings to MTC
December 18, 2019	MTC approves 2018 Bay Area RTIP recommendations to CTC
March 21, 2020	CTC adopts 2020 STIP

Fiscal Impact

None

Recommendation

Informational.

Attachment:

- A. 2017 STA Board STIP Priorities

October 2017 STA Board Approval

1. \$6 million to Construction Phase Segment 3 of the Jepson Pkwy Project for FY 2020-21 (City of Vacaville);
2. \$9 million for Plans, Specifications & Estimate Phase of the I-80/I-680/SR 12 Interchange Package 2A for FY 2018-19;
3. \$5 million for Project Approval/Environmental Document of the SR 37 Project/Mare Island Interchange Project for FY 2018-19;
4. \$98,000 for the Jameson Canyon Red Legged Frog mitigation site;
5. \$1.797 million to Construction Phase of the SR 12/Church Rd. Project for FY 2020-21; and
6. \$762,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2020-21 through 2022-23.

December 2017, STA Board Approval

1. \$1.939M to Construction Phase of the SR 12/Church Rd. Project for FY 2020-21; and
2. \$620,000 to Planning, Programming, and Monitoring (PPM) activities for FYs 2020-21 through 2022-23;

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DATE: July 1, 2019
 TO: STA Board
 FROM: Triana Crighton, Assistant Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Transportation (DOT) – Better Utilizing Investments to Leverage Development (BUILD)	Up to \$15 million	July 15 th , 2019
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Transportation Development Act Article 3 (TDA-3)	\$350,000	Open Now
State			

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Federal Grants							
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Jeffrey Mann, NSFLTP Program Manager (202) 366-9494 Jeffrey.mann@dot.gov	Tribal and/or Federally Significant Land (on, adjacent to, or providing access to)	\$300 million; construction cost of at least \$25 million, projects with \$50+ million will be prioritized.	Federal funding to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal lands.	Ongoing. Application Due On First-Come, First-Served Basis	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	Projects involving Travis AFB
Better Utilizing Investments to Leverage Development (BUILD)	BUILDgrants@dot.gov Howard Hill at 202-366-0301	Surface transportation infrastructure projects that will have a significant impact throughout the country	Up to \$15 million	BUILD program will also give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity or facilitate economic growth or competitiveness.	Ongoing, applications due July 15 th , 2019.	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	
Regional Grants							
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Replace high- polluting off-road equipment	Approx. \$10 million, maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Ongoing. Application Due On First-Come, First-Served Basis	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Low/No Carbon Vehicles	Up to \$7,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
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
PG&E EV Charge Network	1-877-704-8723 EVChargeNetwork@pge.com	EV Infrastructure	Funds infrastructure to support 7,500 chargers in PG&E service area	PG&E plans to install 7,500 charging stations across their service area. Most of these will be at employers or multi-unit dwellings. This could be a potential avenue for funding and coordination to bring more EV infrastructure to Solano County.	January 2018 – 2020, or funds exhausted	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	EV Charging Infrastructure
Transportation Development Act Article 3 (TDA-3)	Cheryl Chi, TDA Program Manager, at cchi@bayareametro.gov (415) 778-5339	Bike & Ped Projects	\$350,000 annually	Transportation Development Act Article 3, or TDA 3, provides funding annually for bicycle and pedestrian projects.	Open now	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	Bicycle and pedestrian safety improvement projects
Statewide Grants							

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



DATE: June 6, 2019
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: 2019 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2019 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2019



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2019**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
(to be rescheduled)	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
July 24 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 8 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Rio Vista Veterans Hall	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., October 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
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 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 13	6:00 p.m.	STA's 21 st Annual Awards	TBD	Confirmed
Wed., November 20	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans Operations Facility	Confirmed
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 17	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 18	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed