



MEETING AGENDA

6:00 p.m., STA Board Regular
Wednesday, October 12, 2016
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) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

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

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Richardson

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.

3. APPROVAL OF AGENDA

(6:05 – 6:10 p.m.)

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

STA BOARD MEMBERS

Norman Richardson (Chair)	Jim Spering (Vice Chair)	Elizabeth Patterson	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis
City of Rio Vista	County of Solano	City of Benicia	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo

STA BOARD ALTERNATES

Jim McCracken	Erin Hannigan	Tom Campbell	Steve Bird	Chuck Timm	Lori Wilson	Ron Rowlett (Pending)	Jesse Malgapo
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- 5. EXECUTIVE DIRECTOR'S REPORT – Pg.'9** Daryl Halls
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,
(6:20 – 6:25 p.m.) MTC Commissioner
- 7. REPORT FROM CALTRANS**
(6:25 – 6:35 p.m.)
- 8. STA PRESENTATIONS**
(6:35 – 6:55 p.m.)
- A. Public Comment on One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects** Robert Macaulay
- B. STA's 19th Annual Awards Nominations** Jayne Bauer
- C. Directors Reports:**
- 1. Planning** Robert Macaulay
- 2. Projects** Janet Adams
- 3. Transit and Mobility Management – International Walk to School Update** Lloyd Nadal
- 9. CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:55 – 7:00 p.m.)
- A. Draft Minutes of the STA Board Meeting of September 14, 2016** Johanna Masielat
Recommendation:
Approve the Draft Minutes of the STA Board Meeting of September 14, 2016.
Pg. 35
- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 28, 2016** Johanna Masielat
Recommendation:
Receive and file.
Pg.'3;
- C. SolanoExpress Service Fiscal Year (FY) 2015-16 Annual Report** Philip Kamhi
Recommendation:
Receive and file.
Pg.'47
- D. Jepson Parkway Project Update and Vacaville Funding Agreement Approval** Janet Adams
Recommendation:
Authorize the Executive Director to enter into an agreement with City of Vacaville for the amended Jepson Parkway Funding Agreement.
Pg.'4;

- E. City of Fairfield SolanoExpress Marketing Funding Request** Philip Kamhi
Recommendation:
 Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$24,000 for marketing of SolanoExpress Routes by FAST.
Pg.'59
- F. Solano-Napa Activity-Based Model (SNABM) Adoption** Robert Macaulay
Recommendation:
 Adopt the Solano-Napa Activity-Based Model (SNABM).
Pg. 5;
- G. STA Marketing Update – Digital Marketing Services** Jayne Bauer
Recommendation:
 Authorize the Executive Director to enter into an agreement with Digital Media First/AdTaxi for one year, through October, 31, 2017 in an amount not-to-exceed \$46,000.
Pg.'85
- H. Contract Amendment - Jepson Parkway Project Right of Way Services - ARWS** Janet Adams
Recommendation:
 Authorize the Executive Director to amend the ARWS contract to complete the relocation activities for the Jepson Parkway Project for an amount not-to-exceed \$20,000
Pg. 87
- I. I-80/I-680/State Route (SR) 12 Interchange Project – Allocation Package 2 Utility Relocation** Janet Adams
Recommendation:
 Approve the STA Resolution No. 2016-03; and funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$376,813 in Regional Measure 2 or AB1171 funds to the right-of-way phase of the I-80/I-680/SR12 Interchange – CP2 for utility relocations.
Pg. 89
- J. Mobility Management Program Project Manager – Contract Amendment and Release a Request for Qualifications (RFQ)** Liz Niedziela
Recommendation:
 Approve the following:
 1. Allocate \$9,000 in State Transit Assistance Fund (STAF) for FY 2016-17 for Project Management services to implement Mobility Management;
 2. Authorize the Executive Director to execute a contract amendment with Elizabeth Richards Consulting for an amount not-to-exceed \$9,000 to cover project management consultant services related to the implementation of Mobility Management Programs.
 3. Authorize the Executive Director to release a Request for Qualifications for Transit and Mobility Project Management Consultant Services.
Pg. : 9

10. ACTION FINANCIAL ITEMS

A. State Route 37 (SR37) Design Alternative Analysis and Public Outreach Grant Funding Request

Robert Guerrero

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to enter into a funding agreement with the Metropolitan Transportation Commission and Sonoma County Transportation Authority to develop a Design Alternatives Assessment for the SR 37 corridor with a funding contribution not to exceed 70% of the local match requirement (estimated to be \$67,200); and
2. Authorize the STA Executive Director to enter into a funding agreement with Caltrans to finalize a scope of work and conduct Public Outreach for the SR 37 Design Alternatives Assessment based on the preliminary scope of work included as Attachment B.

(7:00 – 7:15 p.m.)

Pg. ; 3

B. Regional Transportation Impact Fee (RTIF) 2nd Annual Report

Robert Guerrero

Recommendation:

Approve the following:

1. Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2015-16 for submittal to the Solano County Board of Supervisors;
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Dixon and the County of Solano for an amount not to exceed all RTIF revenue collected through FY 15-16 to implement four eligible RTIF projects for RTIF Working Group District 5 as specified in Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 7 as specified in Attachment C.

(7:10 – 7:20 p.m.)

Pg. 33;

11. ACTION NON-FINANCIAL ITEMS

A. WETA Ferry Service and Route 200 Service Change Proposal

Philip Kamhi

Recommendation:

Approve the following:

1. Support WETA's Ferry and Route 200 service change proposal as specified in Attachment B; and
2. Authorize STA staff to work with SolTrans to assess the demand and resources for continued express bus service and the impact of elimination of the 9:30 p.m. and 10:30 p.m. trip between San Francisco and Vallejo.

(7:20 – 7:30 p.m.)

Pg. 355"

- | | |
|--|--|
| <p>B. Approval of Updated SolanoExpress Aggregate Performance Benchmarks
 <u>Recommendation:</u>
 Approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.
 (7:30 – 7:35 p.m.)
 Pg. 35;</p> | <p>Philip Kamhi
 Jim McElroy</p> |
| <p>C. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element
 <u>Recommendation:</u>
 Release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period.
 (7:35 – 7:40 p.m.)
 Pg. 365</p> | <p>Robert Macaulay</p> |
| <p>D. Plan Bay Area Preferred Land Use Scenario
 <u>Recommendation:</u>
 Authorize the Executive Director to transmit a letter to MTC asking for modifications to the Preferred Scenario for the update of Plan Bay Area.
 (7:40 – 7:45 p.m.)
 Pg. 463</p> | <p>Robert Macaulay</p> |

12. INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|---|------------------------|
| <p>A. Solano County Coordinated Short Range Transit Plans (SRTP)
 Pg. 467</p> | <p>Philip Kamhi</p> |
| <p>B. One Bay Area Grant (OBAG) Cycle 2 Call for Projects
 Pg. 46;</p> | <p>Robert Macaulay</p> |
| <p>C. Legislative Update
 Pg. 473</p> | <p>Jayne Bauer</p> |
| <p>D. Project Delivery Update
 Pg. 485</p> | <p>Anthony Adams</p> |
| <p>E. Status of Planning for SolanoExpress Service Changes Based on Corridor Study, Phase 2
 Pg. 48;</p> | <p>Jim McElroy</p> |
| <p>F. History of State Transit Assistance Funds (STAF) Population Based Funds – Allocations and STA Funding Priorities
 Pg. 495</p> | <p>Liz Niedziela</p> |
| <p>G. Safe Routes to School Program Update
 Pg. 4; ;</p> | <p>Lloyd Nadal</p> |
| <p>H. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report
 Pg. 529</p> | <p>Judy Kowalsky</p> |

I. Summary of Funding Opportunities
Pg. 52;

Drew Hart

J. STA Board and Advisory Committee Meeting Schedule for Calendar
Year 2016
Pg. 535

Johanna Masiclat

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

Due to the STA's 19th Annual Awards Ceremony to be held on Wednesday, November 9, 2016, the next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 14, 2016**, Suisun Council Chambers.



MEMORANDUM

DATE: October 4, 2016
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –October 2016

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.

Solano County Schools Celebrate International Walk to School Day *

On Wednesday, October 5th, I joined with Solano County School Superintendent Jay Speck in walking with parents, students, and the school principal at B Gale Wilson Elementary in Fairfield. A record 54 Solano County schools registered to participate in this year's International Walk to School Day. Thanks to Board Members Jack Batchelor, Osby Davis, Harry Price, and Norm Richardson, County Supervisors Erin Hannigan and John Vasquez and Vacaville Council Member Dilenna Harris for participating at schools located in their community.

SR 12 Jameson Canyon Project Receives Caltrans Award for Excellence

On Friday, September 30th, Caltrans District 4 Director Bijan Sartipi presented STA and the Napa Valley Transportation Authority (NVTa) with plaques commemorating Caltrans' recognition of the SR 12 Jameson Widening as Caltrans's top rural highway project for 2016. This is the third statewide recognition that the SR 12 Jameson Canyon project has received since the project was completed. Kudos to Janet Adams and her design team for a well-designed project.

STA's OBAG 2 Call for Projects Public Workshop *

In September, the STA Board approved an updated set of 16 evaluation criteria for evaluating OBAG 2 project submittals and issued a call for projects. There are two opportunities for public comment scheduled for October 12th. All of the STA's advisory committees have been invited to provide a presentation on their priorities at the 4pm Board workshop. STA staff is anticipating a number of high quality project and program submittals by the November 18th submittal date with a recommendation scheduled to be brought to the STA Board on January 11, 2017.

WETA Proposes Expanded Ferry Service to Supplant Route 200 Service *

Recently, STA was invited to participate in coordination meetings with the San Francisco Bay Water Emergency Transportation Authority (WETA) and Solano County Transit (SolTrans) regarding the Ferry Service that serves San Francisco and Vallejo and the Route 200 that has historically provided back-up service to the Ferry and in recent years has filled service gaps when the Ferry service is provided during the day. Based on a coordination meeting that was held on July 22nd, WETA has proposed adding additional Ferry service runs that would add three Ferry trips from Vallejo to San Francisco and three trips from San Francisco to Vallejo. This would replace the five Route 200 bus runs from Vallejo to San Francisco and seven Route 200 bus runs from San Francisco to Vallejo. If approved by STA, Soltrans and WETA, this revised service would go into effect in January 2017.

SolanoExpress Updated Performance Benchmarks to Gauge New Proposed Service *

Staff and consultants have reviewed and updated 12 of the performance benchmarks of SolanoExpress Bus Service previously adopted by the STA Board. Currently STA utilizes these benchmarks to monitor and evaluate the seven SolanoExpress Bus routes collectively operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) and funded through the Intercity Funding Agreement. The benchmark of cost per revenue vehicle mile will help guide the next round focused on actual service scheduling by providing a guideline for how much vehicle miles can be operated annually based on available resources for operating, capital replacement and improvements, and service modifications and enhancements.

SR 37 Design Alternative Analysis (DAA) Partnership *

Earlier this year, the STA Board authorized the STA to partner through a Memorandum of Understanding (MOU) with the transportation authorities from Marin, Napa and Sonoma to evaluate options for addressing future sea level rise and growing traffic on the State Route 37 corridor. Earlier this year, the MOU Advisory Board authorized STA to forward a funding request to the Metropolitan Transportation Commission (MTC) to help fund an assessment of both the SR 37 Corridor and to evaluate options and identify a design alternative for the initial phased improvements to the SR 37 Corridor. Subsequently, MTC has indicated their interest in funding this effort and has request STA and the Sonoma County Transportation Authority (SCTA) participate by provided matching funds. If approved by all three agencies, it is anticipated that the work can begin as soon as January 2017.

ABAG and MTC Releases Preferred Growth Scenario as Part of Plan Bay Area *

On September 2, 2016, staff from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) released their draft Preferred Growth Scenario and a list of proposed transportation projects as part of the Plan Bay Area planning process. Previously, MTC/ABAG had released three draft growth scenarios (Big Cities, Connected Neighborhoods, and Main Street) for regional review and comment.

STA provided specific comments requesting several priority Solano based transportation projects (I-80/I-680/SR 12 Interchange, Jepson Parkway, I-80 Express Lanes) be included with the Connected Neighborhoods scenario, in addition to the Main Street scenario. The Preferred Growth Scenario included deleting the I-80 Express Lanes extension from Air Base Parkway to I-505 and other Express Lanes extensions throughout the region. Staff recommends the Board authorize staff to again request MTC include this project in the list of projects included in the Preferred Growth Scenario. Updated jobs and housing projections included in the Preferred Growth Scenario will be presented to the City County Coordinating Council for their review and comment.

RTIF Program 2nd Annual Report Highlights Success of Program and Local Funding Source *

STA's Robert Guerrero and Susan Furtado have completed the 2nd Annual Report for the Regional Transportation Impact Fee) Program. The RTIF Program continues to make consistent progress as Solano County's local development activity continues to recover and stabilize. The RTIF funds collected since the inception of the program in February 2013 passed the \$3 million mark with \$3.1 million in RTIF funds collected. Currently, 91% of the RTIF funds collected have already been allocated by the STA Board to RTIF eligible projects. Five of the seven RTIF working groups have identified projects that are advancing (with three in construction) and with this Board agenda is a recommendation for STA to enter into funding agreements for the two remaining RTIF Working Groups.

STA Staff Update *

STA recently hired Brandon Thomson, former legislative aide to Congressman John Garamendi, to fill the vacant Mobility Management Coordinator position. He started with STA on October 3rd and reports to Philip Kamhi. Esther Wan has been promoted from a part-time Customer Service Representative as part of an in-house recruitment to fill the second administrative assistant position that will be vacated when Zoe Zaldivar returns to becoming a part-time customer service representative with Solano Mobility, so that she can attend school. Finally, Samantha Sipin, who originally started with STA as part of the summer high school intern program, has returned to STA to fill the remaining part-time CSR position in Solano Mobility. She recently graduated from UC Davis with a degree in English.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated October 2016)

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A		GIS	Geographic Information System
ABAG	Association of Bay Area Governments		
ACTC	Alameda County Transportation Commission	H	
ADA	American Disabilities Act	HIP	Housing Incentive Program
APDE	Advanced Project Development Element (STIP)	HOT	High Occupancy Toll
AQMD	Air Quality Management District	HOV	High Occupancy Vehicle
ARRA	American Recovery and Reinvestment Act	I	
ATP	Active Transportation Program	ISTEA	Intermodal Surface Transportation Efficiency Act
AVA	Abandoned Vehicle Abatement	ITIP	Interregional Transportation Improvement Program
B		ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	J	
BABC	Bay Area Bicycle Coalition	JARC	Jobs Access Reverse Commute Program
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BAIFA	Bay Area Infrastructure Financing Authority	L	
BART	Bay Area Rapid Transit	LATIP	Local Area Transportation Improvement Program
BATA	Bay Area Toll Authority	LCTOP	Low Carbon Transit Operations Program (LCTOP)
BCDC	Bay Conservation & Development Commission	LEV	Low Emission Vehicle
C		LIFT	Low Income Flexible Transportation Program
CAF	Clean Air Funds	LOS	Level of Service
CalSTA	California State Transportation Agency	LS&R	Local Streets & Roads
CALTRANS	California Department of Transportation	LTR	Local Transportation Funds
CARB	California Air Resources Board	M	
CCAG	City-County Association of Governments (San Mateo)	MAP-21	Moving Ahead for Progress in the 21 st Century
CCCC (4'Cs)	City County Coordinating Council	MIS	Major Investment Study
CCCTA (3CTA)	Central Contra Costa Transit Authority	MOU	Memorandum of Understanding
CCJPA	Capitol Corridor Joint Powers Authority	MPO	Metropolitan Planning Organization
CCTA	Contra Costa Transportation Authority	MTC	Metropolitan Transportation Commission
CEQA	California Environmental Quality Act	MTS	Metropolitan Transportation System
CHP	California Highway Patrol	N	
CIP	Capital Improvement Program	NCTPA	Napa County Transportation & Planning Agency
CMA	Congestion Management Agency	NEPA	National Environmental Policy Act
CMIA	Corridor Mobility Improvement Account	NHS	National Highway System
CMAQ	Congestion Mitigation & Air Quality Program	NOP	Notice of Preparation
CMP	Congestion Management Plan	NVTA	Napa Valley Transportation Authority
CNG	Compressed Natural Gas	O	
CTA	California Transit Agency	OBAG	One Bay Area Grant
CTC	California Transportation Commission	OTS	Office of Traffic Safety
CTP	Comprehensive Transportation Plan		
CTSA	Consolidated Transportation Services Agency	P	
D		PAC	Pedestrian Advisory Committee
DBE	Disadvantaged Business Enterprise	PCA	Priority Conservation Area
DOT	Department of Transportation	PCC	Paratransit Coordinating Council
E		PCRPP	Planning & Congestion Relief Program
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PDS	Project Development Support
EIR	Environmental Impact Report	PDA	Priority Development Area
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Environmental Protection Agency	PDWG	Project Delivery Working Group
EV	Electric Vehicle	PMP	Pavement Management Program
F		PMS	Pavement Management System
FAST	Fairfield and Suisun Transit	PNR	Park & Ride
FAST Act	Fixing America's Surface Transportation Act	POP	Program of Projects
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies	PPM	Planning, Programming & Monitoring
FEIR	Final Environmental Impact Report	PPP (P3)	Public Private Partnership
FHWA	Federal Highway Administration	PS&E	Plans, Specifications & Estimate
FPI	Freeway Performance Initiative	PSR	Project Study Report
FTA	Federal Transit Administration	PTA	Public Transportation Account
G		PTAC	Partnership Technical Advisory Committee (MTC)
GARVEE	Grant Anticipating Revenue Vehicle	R	
GHG	Greenhouse Gas	RABA	Revenue Alignment Budget Authority
		RBWG	Regional Bicycle Working Group

REPEG	Regional Environmental Public Education Group	TLC	Transportation for Livable Communities
RFP	Request for Proposal	TMA	Transportation Management Association
RFQ	Request for Qualification	TMP	Transportation Management Plan
RM 2	Regional Measure 2 (Bridge Toll)	TMS	Transportation Management System
RORS	Routes of Regional Significance	TMTAC	Transportation Management Technical Advisory Committee
RPC	Regional Pedestrian Committee	TOD	Transportation Operations Systems
RRP	Regional Rideshare Program	TOS	Traffic Operation System
RTEP	Regional Transit Expansion Policy	T-Plus	Transportation Planning and Land Use Solutions
RTIF	Regional Transportation Impact Fee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation System Management
RTIP	Regional Transportation Improvement Program	U, V, W, Y, & Z	
RTMC	Regional Transit Marketing Committee	UZA	Urbanized Area
RTPA	Regional Transportation Planning Agency	VHD	Vehicle Hours of Delay
S		VMT	Vehicle Miles Traveled
SACOG	Sacramento Area Council of Governments	VTA	Valley Transportation Authority (Santa Clara)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	W2W	Welfare to Work
SCS	Sustainable Community Strategy	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SCTA	Sonoma County Transportation Authority	WETA	Water Emergency Transportation Authority
SFCTA	San Francisco County Transportation Authority	YCTD	Yolo County Transit District
SGC	Strategic Growth Council	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SJCOG	San Joaquin Council of Governments	Z	
SHOPP	State Highway Operations & Protection Program	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SMCCAG	San Mateo City-County Association of Governments		
SNCI	Solano Napa Commuter Information		
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant 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		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
T			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TE	Transportation Enhancement		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		
TFCA	Transportation Funds for Clean Air		
TIF	Transportation Investment Fund		
TIGER	Transportation Investment Generating Economic Recovery		
TIP	Transportation Improvement Program		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 14, 2016

1. CALL TO ORDER

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

MEMBERS

PRESENT:	Norman Richardson, Chair	City of Rio Vista
	Jim Spering, Vice Chair	County of Solano
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Liz Niedziela	Transit Program Manager – Mobility Management
	Philip Kamhi	Transit Program Manager
	Judy Leaks	Rideshare and SR2S Program Manager
	Lloyd Nadal	Safe Routes to School (SR2S) Program Administrator
	Robert Guerrero	Senior Project Manager
	Anthony Adams	Assistant Project Manager
	Drew Hart	Associate Planner
	Debbie McQuilkin	Transit Mobility Coordinator

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

Nathaniel Atherstone	Fairfield and Suisun Transit (FAST)
George Gwynn	Suisun City Resident
Tim McSorley	City of Suisun City
Matt Tuggle	County of Solano
Lori Wilson	Mayor Pro-Tem and Alternate Board Member, City of Suisun City

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

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

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on the City of Dixon's train station lease.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- ABAG and MTC Releases Preferred Growth Scenario as Part of Plan Bay Area
- STA Issues OBAG 2 Call for Projects and Sets Project Selection Criteria
- Update on PDA Plans for Benicia, Dixon, and Rio Vista
- Adoption of Solano Priority Conservation Area Plan
- Scope of Work for Update of Solano Mobility Study for Solano Seniors and People with Disabilities
- Countywide Systemic Safety Analysis Report Program (SSARP) to Assist Local Safety Projects
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and Vice Chair Jim Spering reported that MTC is gearing up for the public outreach process throughout the region for the solicitation and selection of projects for One Bay Area Grant (OBAG) Cycle 2.

7. REPORT FROM CALTRANS

None presented.

8. STA PRESENTATIONS

A. I-80/I-680/SR 12 Interchange Project Update *presented by Janet Adams*

B. Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for Countywide Systemic Safety Analysis Report Program (SSARP) *presented by Anthony Adams*

C. Priority Development Areas (PDAs) Presentations *presented by Drew Hart*

- a. City of Benicia
- b. City of Dixon
- c. City of Rio Vista

D. Directors Reports:

- 1. Planning
- 2. Projects
- 3. Transit and Mobility Management

9. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through H. (8 Ayes)

A. Minutes of the STA Board Meeting of July 13, 2016

Recommendation:

Approve STA Board Meeting Minutes of July 13, 2016.

- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 31, 2016**
Recommendation:
Approve Draft STA TAC Meeting Minutes of August 31, 2016.
- C. Fiscal Year (FY) 2016-17 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans**
Recommendation:
Approve the following:
1. STA's ICAP Rate Application for FY 2016-17 at 58.91%; and
 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- D. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - September 2016 for the Cities of Dixon, Fairfield/Suisun City, and Rio Vista**
Recommendation:
Approve the Revised FY 2016-17 – September 2016 Solano TDA Matrix as shown in Attachment the Cities of Dixon, Fairfield/Suisun City and Rio Vista.
- E. Solano Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Year End Report**
Recommendation:
Receive and file.
- F. Solano County Intercity Taxi Scrip Program Identification Cards**
Recommendation:
Approve the following:
1. New ADA Paratransit Low-Income Discount ID Cards; and
 2. Procedure for point of sale exchange of ADA cards.
- G. Paratransit Coordinating Council (PCC) Membership Status and Appointment**
Recommendation:
Reappoint Anne Payne to the PCC for a three (3) year term as a Social Service Provider.
- H. Regional Transportation Impact Fee (RTIF) Program Allocation and Update for Fiscal Year (FY) 2016-17**
Recommendation:
Approve the following:
1. Updated five years (2017 to 2021) Regional Transportation Impact Fee Revenue Estimates as shown in Attachment A;
 2. RTIF distribution for the Green Valley Overcrossing project for an amount up to the funds generated in FY 2016-17, estimated to be \$226,284.

10. ACTION – FINANCIAL ITEMS

- A. One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects and Project Selection Criteria**
Robert Macaulay reviewed staff's recommendation to issue a Call for Projects for OBAG Cycle 2. He noted that a public workshop is being scheduled at the STA Board meeting in October which would give STA advisory committees and members of the public an opportunity to address the Board and identify their recommended funding priorities. He also noted that project applicants would have over four weeks to complete and submit their application. He concluded by requesting the STA Board to issue an OBAG 2 Call for Projects, opening on September 15th and closing on November 18th, 2016, for a total amount of \$4,646,003 of CMAQ funds for the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and SolTrans, with funds to be distributed on a competitive basis

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Issue an OBAG 2 Call for Projects, opening on September 15th and closing on November 18th, 2016, for a total amount of \$4,646,003 of CMAQ funds with funds to be distributed on a competitive basis;
2. Programming \$2.75 million in CMAQ funds to sustain the Solano Safe Routes to School and Solano Mobility/Rideshare Programs; and
3. Approve the OBAG 2 Evaluation Criteria as specified in Attachment D.

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

B. Selection of Option for Allocation of OBAG 2 Surface Transportation Program (STP) Funding

Anthony Adams reviewed the funding distribution and eligibility process of OBAG Cycle 2 in the amount of \$14M to Solano member agencies for projects and programs. He outlined three options for the call for projects for the \$5.9M in STP funds. He also reviewed the formula amount in STP funds for distribution to each city, and noted at their meeting of August 31, 2016, the STA TAC recommended Option 2 which would be a similar funding distribution for Solano cities as Option 1, but provides more flexibility, as it would allow STP funds to be spent on Complete Streets or Safety projects as well as Local Streets & Roads (LS&R) projects. Priority Conservation Area (PCA) and Federal Secondary Aid (FAS) funds are recommended to be allocated to Solano County with the balance of the STP funds available to the cities via formula.

Board/Public Comments:

Vice Chair Spering noted that MTC will not have a funding match requirement for North Bay PCA funds.

Recommendation:

Approve the following:

1. Option 2 for allocation of \$5,897,027 in OBAG Cycle 2 STP Funds as shown in Attachment A;
2. Program \$6.86 million in OBAG 2 STP funds to fund STA's planning, project delivery and fund programming efforts over the five year cycle;
3. Program \$1.506 million in FAS and \$2.05 million of North Bay PCA funds to County of Solano; and
4. Authorize the STA Chair to issue a letter to MTC for reinstatement of the \$10 M North Bay PCA Program and elimination of the new PCA 2:1 match requirement.

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

11. ACTION – NON FINANCIAL ITEMS

A. Legislative Update

Robert Macaulay reviewed the Transportation Funding Package (Beall-Frazier) which would cover a funding package of \$7.4 billion to repair and maintain our state and local roads, improve trade corridors, and support public transit and active transportation.

Board/Public Comments:

Board Member Patterson requested clarification on why the STA TAC delayed taking a position on AB 2374 (Chiu).

Robert Macaulay responded that the STA TAC requested staff to come back with more information regarding the ability of this bill to expedite project delivery.

Recommendation:

Approve the position:

Transportation Funding Package (Beall-Frazier) - *support*

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

B. Solano Priority Conservation Area (PCA) Assessment and Implementation Plan

Drew Hart reviewed the Solano PCA Plan and Implementation Plan noting that the Plan was released for a 30-day public comment period approved by the STA Board at their June 8, 2016 meeting. He noted that the comments received from the Delta Stewardship Council generally requested future consideration for additional PCA designations in the Suisun Marsh and the Cache Slough Complex when ABAG provides new designation opportunities. He stated that STA staff recommended that future designation endeavors would specifically consider the Council's requests, and that no action was needed at this time.

Board/Public Comments:

None presented.

Recommendation:

Adopt the Priority Conservation Area Assessment and Implementation Plan.

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

C. Scope of Work for Solano Mobility Update Study for Solano Seniors, People with Disabilities

Liz Niedziela presented and reviewed the Scope of Work for the Solano Mobility Study for Seniors and People with Disabilities. She noted that the Study will involve extensive public outreach in an effort to invite Solano County seniors and people with disabilities and stakeholders. She added that one of the strategies is for STA to conduct seven (7) mini summits, one in each of the cities, and utilize the same tools in Summit III which included surveys, comment cards, live voting on priorities and open forum to present transportation issues and strategies.

Board/Public Comments:

Vice Chair Spering commended staff for their hard work and continued efforts in support of the programs and mobility needs of the growing population of seniors and disabled in Solano County.

Board Member Patterson requested for staff to take a look at private and public partnerships with organizations that provide support to the transportation needs of aging seniors.

Recommendation:

Approve the Scope of Work for the Solano Mobility Study Update for Seniors and People with Disabilities as shown in Attachment A.

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

12. INFORMATIONAL – NO DISCUSSION

- A. Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for Countywide Systemic Safety Analysis Report Program (SSARP)**
- B. Automated Bicycle and Pedestrian Counters Quarterly Report**
- C. Summary of Funding Opportunities**
- D. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

13. BOARD MEMBER COMMENTS

Board Member Price acknowledged Nathaniel Atherstone, FAST Transit Manager, for being one of the recipients of the 2016 Top 40 (transit staff) Under 40 award by Mass Transit Magazine. He thanked Mr. Atherstone for demonstrating his leadership and commitment to making an impact on transit in Solano County.

14. ADJOURNMENT

The meeting adjourned at 7:00 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 12, 2016**, Suisun Council Chambers

Attested by:



Johanna Masiclat
Clerk of the Board



TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
September 28, 2016

1. CALL TO ORDER

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

TAC Members Present:	Graham Wadsworth	City of Benicia
	Jason Riley for Joe Leach	City of Dixon
	Dave Melilli	City of Rio Vista
	Tim McSorley	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

TAC Members Absent:	Joe Leach	City of Dixon
	George Hicks	City of Fairfield

**STA Staff and Others
Present:**

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Ryan Dodge	STA
Amanda Dum	City of Suisun City
Robert Guerrero	STA
Daryl Halls	STA
Drew Hart	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jake McKenzie	Caltrans Liaison

2. APPROVAL OF THE AGENDA

On a motion by David Kleinschmidt, and a second by Tim McSorley, the STA TAC approved the agenda. (6 Ayes, 2 Absences - Cities of Fairfield and Rio Vista)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Robert Macaulay reported that the Model TAC met on September 23, 2016 to discuss the results of the technical review of the model conducted by Fehr & Peers. He noted that the members present and absent members contacted following the meeting supported adoption of the Solano-Napa Activity-Based Model (SNABM), although several agencies took no position. The Model TAC recommended that STA develop clear guidance on when the SNABM should be utilized, and also recommended that a user guide be developed.

Dave Melilli arrived at the meeting.

5. **CONSENT CALENDAR**

On a motion by Tim McSorley, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Item A, B, C, & E as amended shown below in ~~strikethrough~~ **bold and italics**. Items D and F were pulled for discussion. (7 Ayes, 1 Absent - City of Fairfield)

A. Minutes of the TAC Meeting of August 31, 2016

Recommendation:

Approve TAC Meeting Minutes of August 31, 2016.

B. SolanoExpress Service Fiscal Year (FY) 2015-16 Annual Report

Recommendation:

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

C. Solano County Coordinated Short Range Transit Plans (SRTP)

Recommendation:

Forward ~~a recommendation to the STA Board the Draft~~ Solano County Coordinated Short Range Transit ~~as an informational item to on the Solano County Coordinated Short Range Transit Plan as shown in Attachment A and bring back for recommendation at their meeting in December.~~

D. Jepson Parkway Project Update and Vacaville Funding Agreement Approval

Shawn Cunningham, City of Vacaville, requested to increase the Regional Transportation Impact Fee (RTIF) applied toward the project given that the amount received for the 4th Quarter of FY 2015-16 was higher than was estimated. Janet Adams responded that the amount could increase because the STA Board action was to allocate all revenue collected through FY 2015-16.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with City of Vacaville for the amended Jepson Parkway Funding Agreement.

On a motion by Shawn Cunningham, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Fairfield)

E. WETA Ferry Service and Route 200 Service Change Proposal

Recommendation:

Forward a recommendation to the STA Board to:

1. Support WETA's Ferry and Route 200 service change proposal as specified in Attachment B; and

2. Authorize STA staff to ~~conduct a survey of Route 200 riders~~ work with SolTrans to assess the demand **and resources** for continued express bus service and the impact of elimination of the 9:30 p.m. and 10:30 p.m. trip between San Francisco and Vallejo.

F. City of Fairfield SolanoExpress Marketing Funding Request

Graham Wadsworth, City of Benicia, asked if any of the STAF funding been used for Transit Corridors for pavement maintenance? Daryl Halls responded no, only transit capital, operating, and fleet management would be eligible (confirmed by Philip Kamhi).

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$24,000 for marketing of SolanoExpress Routes by FAST.

On a motion by Graham Wadsworth, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Fairfield)

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) 2nd Annual Report

Robert Guerrero provided a status update on the RTIF financials noting that the total of \$1,285,925 was collected for eligible RTIF projects in FY 2015-16 with a total of \$3,109,866 collected since the program began in 2014. He reviewed the STA's recommendation to enter into a funding agreement with the City of Dixon and the County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 5. He also reviewed the STA's recommendation to enter into a funding agreement with County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 7.

Recommendation:

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

1. Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2015-16 for submittal to the Solano County Board of Supervisors;
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Dixon and the County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 5 as specified in Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 7 as specified in Attachment C.

On a motion by Jason Riley, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Fairfield)

7. ACTION NON FINANCIAL ITEMS

A. Approval of Updated SolanoExpress Aggregate Performance Benchmarks

Philip Kamhi outlined the process of developing a proposed Service Plan for the SolanoExpress service with Phase 1 to be implemented in July of 2017. He noted that the currently adopted benchmark of \$125 per hour was set in 2013 and that STA staff is now reviewing this projection based on input provided by the two service providers, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), with projections into Fiscal Year (FY) 2017-18. He also stated that this particular benchmark is subject to the impacts of inflation, so one could argue that use of the 2013 number for FY 2017-18 is not realistic. He concluded by stating that staff is proposing adjustments to the benchmark that include a 2% annual adjustment for inflation, therefore, the recommended benchmark cost per hour for FY 2017-18 is \$135 per revenue vehicle hour.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.

On a motion by Matt Tuggle, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Fairfield)

B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element

Robert Macaulay cited that the overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. He explained that the Transit and Rideshare Element focuses on the shared ride portion of the transportation system, while acknowledging the interdependence of all three elements (Transit and Rideshare, Arterials Highways and Freeways, and Active Transportation). He noted that adoption of the complete Element is tentatively set for the December STA Board meeting.

At an earlier meeting, the Consortium requested the following changes to the Tier 2 projects listed in the Element.

1. First/Last Mile Shuttle, clarify description and add SolTrans and FAST as potential project sponsors
2. Add Fairfield/Vacaville Intermodal Station as a project; use RTP description.

Recommendation:

Forward a recommendation to the STA Board to release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period.

On a motion by David Kleinschmidt, and a second by Jason Riley, the STA TAC unanimously approved the recommendation to include the requested changes listed above made by the Consortium. (7 Ayes, 1 Absent - City of Fairfield)

8. INFORMATIONAL – DISCUSSION

A. Legislative Update

Jayne Bauer commented that at last month's meeting, more information was requested regarding the ability of AB 2374 (Chiu) to improve project delivery. She noted that this bill would authorize regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain expressways that are not on the state highway system, and to use this authority on ramps that are not on the state highway system. The bill would also remove the requirement that the project be developed in accordance with an expenditure plan approved by voters. She added that AB 2374 has been enrolled and awaiting the Governor's action by October 2, 2016. In addition, Daryl Halls provided updates and noted that the Governor approved SB 1128.

B. Plan Bay Area Preferred Land Use Scenario

Robert Macaulay reviewed the land use changes from the existing RTP to the proposed Preferred Scenario. He noted that the figures for each jurisdiction are shown as the county total and in summary, Solano County is expected to have 1,050 more households and 21,970 fewer jobs in the proposed Preferred Scenario than are shown in the existing RTP.

He also noted that STA staff is working with the countywide Planning Directors group to seek a more realistic allocation of jobs growth to Solano County. He added that STA staff is also working directly with MTC staff to ensure that the extension of the I-80 Express Lanes network is returned to the preferred scenario, and that STA staff is preparing a formal comment letter for all of the Mayors and Supervisor Sperling to sign at the October 12th Board meeting.

C. One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects

Robert Macaulay reviewed the Call for Projects that opened from September 14th through November 18, 2016. He noted that at 4:00 on October 12th, prior to the STA Board meeting, a community workshop has been scheduled at the Suisun City Council Chambers. He stated that the workshop will give STA Advisory Committees and members of the public an opportunity to address the Board and identify their recommended funding priorities. He added that the public will also have an opportunity to provide comments at the STA Board meeting that evening at 6:00 p.m.

D. Project Delivery Update

Anthony Adams provided an update to the schedule for development and implementation of the FY 2016-17 Annual Obligation Plan.

E. Status of Planning for SolanoExpress Service Changes Based on Corridor Study, Phase 2

Philip Kamhi provided a status update on the amount of financial resources available to fund the current and proposed service changes.

F. History of State Transit Assistance Funds (STAF) Population Based Funds – Allocations and STA Funding Priorities

Daryl Halls commented that STA has been actively involved in assessing funding and ensuring the implementation of various intercity transit operations and programs since the mid-1990s when oversight of Solano Paratransit Service by STA was requested by the County of Solano. He cited that to stabilize that service, STA began its often replicated task of developing a funding agreement among transit operators to sustain this important service. Over the years, STAF funds have been increasingly used to be

proactive in funding processes to stabilize intercity fixed-route and paratransit services and avoid service disruptions as well as to proactively prepare for the future. With multiple small transit operators and no countywide transit operator, MTC has relied upon the STA to coordinate and work with Solano's five (formerly six) local transit operators to distribute regional, State, and Federal transit funds consistent with the funding source policies and Solano County's transit priorities identified in the Solano Countywide Transportation Plan. This has been a longstanding successful and in recent years award winning process for the distribution of Small Operators/Northern Counties and Regional Paratransit State Transit Assistance Funds among various priorities, programs, projects and transit services.

9. INFORMATIONAL - NO DISCUSSION ITEMS

- A. Safe Routes to School Program Update**
- B. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report**
- C. Summary of Funding Opportunities**
- D. Draft Meeting Minutes of STA Board & Advisory Committees**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

10. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for November - December 2016 and January 2017 were presented.

11. ADJOURNMENT

The meeting was adjourned at 2:35 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, November 30, 2016.**



DATE: September 19, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Service Fiscal Year (FY) 2015-16 Annual Report

Background:

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based on two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenues are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning, and marketing decisions.

In the intercity funding agreement, it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service Hours

Discussion:

Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their end of the Fiscal Year 2015-16 quarterly reports for the working group's review (Attachment A). The report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 100% would indicate that the estimate is meeting the actual. A summary of the report is presented below.

FY15-15	FAST	SolTrans
Cost	74.3%	132.3%
Fares	87.8%	110.6%
Ridership	98.8%	97.5%
Service Hours	105.1%	137.8%

SolanoExpress Routes carried 1,041,495 passengers in 2015-16, an increase over 2014-15's ridership, which was 1,025,620. This represents a 1.5% increase over last year's ridership or 15,875 more passenger trips. Although this increase is minor, it represents two consecutive years of increases in ridership.

In a further breakdown of the Costs, Fares and Farebox Recovery Ratio (FBR) by route/operator:

Intercity Route	Cost	Fares	FBR
FAST Rt 20	\$384,928	\$78,424	20%
FAST Rt 30	\$491,587	\$150,153	31%
FAST Rt 40	\$657,990	\$172,316	26%
FAST Rt 90	\$1,626,192	\$1,067,904	66%
Subtotal, FAST	\$3,160,697	\$1,468,797	46%
SolTrans Rt 78	\$1,345,896	\$308,845	23%
SolTrans Rt 80	\$2,236,113	\$1,653,426	74%
SolTrans Rt 85	\$921,163	\$297,348	32%
Subtotal, SolTrans	\$4,503,172	\$2,259,619	50%

At both the September SolanoExpress Intercity Transit Consortium and STA TAC meetings, this item was unanimously moved forward.

Recommendation:

Receive and file.

Attachment:

- A. FAST and SolTrans Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours.

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT
FY 2015-16 Budget vs Estimated or Actual Cost

COST

SolanoExpress Route	FY 15-16 Annual Budget Expenses	Sept. 30		Dec. 31		Mar. 31		June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget
FAST Rt 20	\$ 425,588	\$ 94,314	22.2%	\$ 95,930	22.5%	\$ 97,996	23.0%	\$ 96,687	22.7%	\$ 384,928	90.4%
FAST Rt 30	\$ 717,275	\$ 121,003	16.9%	\$ 123,940	17.3%	\$ 124,465	17.4%	\$ 122,179	17.0%	\$ 491,587	68.5%
FAST Rt 40	\$ 796,379	\$ 141,206	17.7%	\$ 139,723	17.5%	\$ 180,658	22.7%	\$ 196,403	24.7%	\$ 657,990	82.6%
FAST Rt 90	\$ 2,316,899	\$ 392,833	17.0%	\$ 394,195	17.0%	\$ 416,105	18.0%	\$ 423,059	18.3%	\$ 1,626,192	70.2%
Subtotal, FAST	\$ 4,256,141	\$ 749,356	17.6%	\$ 753,788	17.7%	\$ 819,224	19.2%	\$ 838,328	19.7%	\$ 3,160,697	74.3%
SolTrans Rt 78	\$ 1,184,331	\$ 265,734	22.4%	\$ 304,640	25.7%	\$ 345,848	29.2%	\$ 429,674	36.3%	\$ 1,345,896	113.6%
SolTrans Rt 80	\$ 2,454,939	\$ 481,690	19.6%	\$ 494,477	20.1%	\$ 491,395	20.0%	\$ 768,551	31.3%	\$ 2,236,113	91.1%
SolTrans Rt 85	\$ 947,704	\$ 220,170	23.2%	\$ 219,047	23.1%	\$ 209,269	22.1%	\$ 272,677	28.8%	\$ 921,163	97.2%
Subtotal, SolTrans	\$ 3,402,643	\$ 967,594	28.4%	\$ 1,018,164	29.9%	\$ 1,046,512	30.8%	\$ 1,470,902	43.2%	\$ 4,503,172	132.3%
Total	\$ 7,658,784	\$ 1,716,950	22.4%	\$ 1,771,952	23.1%	\$ 1,865,736	24.4%	\$ 2,309,230	30.2%	\$ 7,663,869	100.1%

FARES

Intercity Route	FY 15-16 Annual Budget Fares	Sept. 30		Dec. 31		Mar. 31		June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget
FAST Rt 20	\$ 140,516	\$ 19,866	14.1%	\$ 20,894	14.9%	\$ 19,909	14.2%	\$ 17,755	12.6%	\$ 78,424	55.8%
FAST Rt 30	\$ 235,719	\$ 40,892	17.3%	\$ 39,800	16.9%	\$ 36,802	15.6%	\$ 32,660	13.9%	\$ 150,153	63.7%
FAST Rt 40	\$ 239,310	\$ 43,880	18.3%	\$ 39,418	16.5%	\$ 45,162	18.9%	\$ 43,856	18.3%	\$ 172,316	72.0%
FAST Rt 90	\$ 1,057,575	\$ 281,611	26.6%	\$ 266,266	25.2%	\$ 281,348	26.6%	\$ 238,679	22.6%	\$ 1,067,904	101.0%
Subtotal, FAST	\$ 1,673,120	\$ 386,248	23.1%	\$ 366,378	21.9%	\$ 383,221	22.9%	\$ 332,950	19.9%	\$ 1,468,797	87.8%
SolTrans Rt 78	\$ 274,681	\$ 91,316	33.2%	\$ 80,634	29.4%	\$ 80,169	29.2%	\$ 56,726	20.7%	\$ 308,845	112.4%
SolTrans Rt 80	\$ 1,739,739	\$ 345,778	19.9%	\$ 350,108	20.1%	\$ 325,226	18.7%	\$ 632,314	36.3%	\$ 1,653,426	95.0%
SolTrans Rt 85	\$ 303,376	\$ 90,835	29.9%	\$ 56,892	18.8%	\$ 65,552	21.6%	\$ 84,069	27.7%	\$ 297,348	98.0%
Subtotal, SolTrans	\$ 2,043,115	\$ 527,929	25.8%	\$ 487,634	23.9%	\$ 470,947	23.1%	\$ 773,109	37.8%	\$ 2,259,619	110.6%

Ridership

Intercity Route	FY 15-16 Annual Budget Ridership	Sept. 30		Dec. 31		Mar. 31		June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget
FAST Rt 20	46,404	11,601	25.0%	11,867	25.6%	11,019	23.7%	10,851	23.4%	45,338	97.7%
FAST Rt 30	45,924	11,480	25.0%	10,461	22.8%	10,533	22.9%	9,544	20.8%	42,018	91.5%
FAST Rt 40	47,452	11,656	24.6%	10,729	22.6%	11,900	25.1%	12,124	25.6%	46,409	97.8%
FAST Rt 90	265,188	66,330	25.0%	64,351	24.3%	66,966	25.3%	68,741	25.9%	266,388	100.5%
Subtotal, FAST	404,968	101,067	25.0%	97,408	24.1%	100,418	24.8%	101,260	25.0%	400,153	98.8%
SolTrans Rt 78	90,755	22,026	24.3%	21,581	23.8%	24,045	26.5%	24,021	26.5%	91,673	101.0%
SolTrans Rt 80	480,780	119,804	24.9%	116,146	24.2%	120,528	25.1%	121,761	25.3%	478,239	99.5%
SolTrans Rt 85	86,013	20,689	24.1%	17,626	20.5%	16,818	19.6%	16,297	18.9%	71,430	83.0%
Subtotal, SolTrans	657,548	162,519	24.7%	155,353	23.6%	161,391	24.5%	162,079	24.6%	641,342	97.5%

Revenue Hours

Intercity Route	FY 15-16 Budget Revenue Hours	Sept. 30		Dec. 31		Mar. 31		June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget
FAST Rt 20	3,650	936	25.6%	930	25.5%	926	25.4%	929	25.4%	3,721	102.0%
FAST Rt 30	4,385	1,109	25.3%	1,127	25.7%	1,117	25.5%	1,096	25.0%	4,449	101.5%
FAST Rt 40	5,092	1,310	25.7%	1,277	25.1%	1,637	32.1%	1,787	35.1%	6,011	118.0%
FAST Rt 90	14,454	3,628	25.1%	3,604	24.9%	3,753	26.0%	3,821	26.4%	14,805	102.4%
Subtotal, FAST	27,581	6,982	25.3%	6,938	25.2%	7,433	27.0%	7,633	27.7%	28,987	105.1%
SolTrans Rt 78	7,916	2,040	25.8%	2,356	29.8%	2,829	35.7%	2,876	36.3%	10,101	127.6%
SolTrans Rt 80	18,891	4,405	23.3%	4,410	23.3%	4,580	24.2%	4,592	24.3%	17,987	95.2%
SolTrans Rt 85	8,288	2,359	28.5%	2,322	28.0%	2,325	28.1%	2,356	28.4%	9,362	113.0%
Subtotal, SolTrans	27,179	8,804	32.4%	9,088	33.4%	9,734	35.8%	9,824	36.1%	37,450	137.8%

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DATE: September 22, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Project Update and Vacaville Funding Agreement Approval

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. This award winning Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project have obtained environmental clearance as one project. In March 2009, the STA Board certified the EIR for the Project. Caltrans, the National Environmental Policy Act (NEPA) lead, certified the EIS in May 2011. The overall estimated construction cost of the remaining segments is \$185 million.

The Jepson Parkway project was originally divided into 10 segments. An environmental re-validation was completed in October 2015 to include minor scope changes that have occurred since the adoption of the May 2011 EIS. The revalidation grouped the segments into three distinct phases. Phase 1 located within the City of Vacaville includes segments 1-5. Phase 2 within the City of Fairfield is inclusive of segments 6, 7 and 9. Phase 3 also within Fairfield includes segment 8. Segment 10, Walters Road from East Tabor Avenue to SR 12 has been completed. The table below shows the details associated with each segment.

Phase and EIS Segment	Segment Limits	City
Completed		
Segment 10	Walters Road from East Tabor Avenue to SR 12 (Completed 2004)	Suisun City
	I-80/Leisure Town Road Interchange (Completed 2006)	Vacaville
Phase 1		
Segment 1	Leisure Town Road from Orange Drive to south of Poplar Road	Vacaville
Segment 2	Leisure Town Road from south of Poplar Road to Sequoia Drive	Vacaville
Segment 3	Leisure Town Road from Sequoia Drive to New Ulatis Creek	Vacaville
Segment 4	Leisure Town Road from New Ulatis Creek to Alamo Drive	Vacaville
Segment 5	Leisure Town Road from Alamo Drive to Vanden Road	Vacaville
Phase 2		
Segment 6	Vanden Road from Leisure Town Road to Peabody Road	Fairfield
Segment 7	Cement Hill Road from Peabody Road to Walters Road Extension	Fairfield
Segment 9	Walters Road from Air Base Parkway to East Tabor Avenue	Fairfield
Phase 3		
Segment 8	Walters Road Extension from Cement Hill Road to Air Base Parkway	Fairfield

The following executed implementation documents have provided the delivery partners the framework for implementing each project:

1. **Jepson Parkway Memorandum of Understanding (executed July 25, 2011)** – The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur.
2. **Funding Agreements between the Cities, County and STA (current Vacaville Restated Funding Agreement executed May 14, 2014, Current Fairfield Agreement executed May 7, 2012)** - The Funding Agreements between STA, the County and Cities establishes the following:
 - a. Initial costs anticipated to deliver project segments
 - b. Proposed initial funding responsibilities of each agency.
 - c. Anticipated payback amount and schedule
 - d. The roadway design elements to be handled City staff or consultants
 - e. STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.
 - f. Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases.
 - g. Design services cost reimbursement procedures.
 - h. A Dispute Resolution Process.
 - i. The delivery schedule.

STA is in the process of updating the Funding Agreements to reflect updated costs estimates for R/W, construction, and environmental mitigation. All other aspects of the current agreement remain intact.

The Restated STA/Fairfield Agreement requires additional work on the funding/delivery strategy before bringing that agreement forward for approval. STA and Fairfield staff have been working to develop this revised funding strategy for the Phase 2A project.

Discussion:

Delivery of Construction Phases –

Phase 1 (Vacaville) has been divided into two sub phases for construction:

Phase 1A will begin just south of the Vanden/Leisure Town Road intersection to just north of the Elmira/Leisure Town Road intersection. Phase 1A is currently being advertised for construction.

Phase 1B will begin just north of the Elmira/Leisure Town Road intersection and end at the Orange Drive/Leisure Town Road intersection.

Phase 2 (Fairfield) has been divided into three sub phases for construction:

Phase 2A will begin at the intersection of Peabody/Vanden and continue for approximately 7000 feet and conform prior to the old railroad grade crossing Vanden Road. Phase 2A is currently being advertised for construction.

Phase 2B would realign a portion of the roadway to allow for a grade separated crossing (New Cannon Road) of the railroad consistent with the Train Station Specific Plan. The intent of this phase would be to begin where Phase 2A ends and connect with the Phase 1A terminus. This phase will be funded and delivered by the City of Fairfield. The timing of this phase is dependent on the conditions of a development agreement.

Phase 2C includes segments 7 and 9, this phase would be implemented as funds become available.

Phase 3 is the Walters Road Extension from Cement Hill Road to Air Base Parkway. This phase would be implemented as funds become available.

Fairfield has advertised for construction the Phase 2A project with an anticipated bid opening of October 4, 2016. The Phase 2A project within the City of Fairfield entails the widening the existing 2-lane roadway to 4-lanes of approximately 7,000 linear feet of Vanden Road from Peabody Road to approximately 1,400 linear feet south of Canon Road.

The City of Vacaville has advertised for construction the Phase 1A project with an anticipated bid opening of October 18, 2016. The Phase 1A project within the City of Vacaville involves the reconstruction of Leisure Town Road from the northern conform point at Commerce Place to Vanden Road and approximately 1500 feet south of the City of Vacaville's City limit on Vanden Road from the existing two lane county road configuration to a four lane divided arterial with landscaped center median and linear parkway along the western limit. With the project out to bid, all the right-of-way acquired, it is time to update the funding agreement. The Amendment to the STA/Vacaville Restated Funding Agreement is completed and ready for execution at this time. Attachment A is the Amended Funding Agreement. As with the current funding agreement, it does have a payback provision to the STA over seven years, with the initial payment this October. The City of Vacaville staff has concurred with the updated financial information and is ready to move forward.

At the TAC Meeting of September 28th, the TAC unanimously recommends the STA Board approve the Re-States Funding Agreement for the Vacaville Phase 1 Project.

Fiscal Impact:

Regional STIP funds have been committed as part of the Funding Agreement already. In addition, the STA Board has taken prior actions to allocate an additional \$1,500,000 of RTIF funds, \$500,000 to Vacaville and \$1,000,000 to Fairfield. The \$500,000 RTIF credit is recognized in this funding agreement for the Vacaville Phase 1 segment of Jepson Parkway.

Recommendation:

Authorize the Executive Director to enter into an agreement with City of Vacaville for the amended Jepson Parkway Funding Agreement as shown in Attachment A.

Attachment:

- A. Amended Funding Agreement, STA and the City of Vacaville

AMENDMENT TO FUNDING AGREEMENT
Among The
SOLANO TRANSPORTATION AUTHORITY
And
CITY OF VACAVILLE
FOR THE DESIGN AND CONSTRUCTION OF THE JEPSON PARKWAY PROJECT
INCLUDING PORTIONS OF VANDEN ROAD AND LEISURE TOWN ROAD

This Amendment ("Amendment") to the original Funding Agreement ("Agreement") is made among the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("STA"); and the City of Vacaville, a municipal corporation ("City"), each individually referred to as a "Party" and collectively as the "Parties".

RECITALS

WHEREAS, STA, City and County entered into the Agreement for the purpose of settling funding commitments and other matters between the three entities as related to funding for the Design and Construction of the Jepson Parkway Project on May 14, 2014; and

WHEREAS, the Roles and Responsibilities for project delivery, terms of the Cost Sharing amongst entities, terms of the Future Payback Provision, and Estimated Project Costs were set forth in the Agreement; and

WHEREAS, the County met their funding obligation for the Jepson Parkway Project via a one-time payment under the Agreement; and therefore this Amendment is neither of the County's concern, nor is the County a party thereto; and

WHEREAS, during the course of project development, including right of way acquisition, right of way engineering, environmental mitigation, utility relocation, design, and refined project construction cost estimates, occurring since the May 14, 2014 date of the Agreement, the actual and estimated costs to deliver the Jepson Parkway Project (Phase 2) within Vacaville has escalated; and

WHEREAS, on May 27, 2015 Vacaville, Fairfield, the County and STA met to discuss the over expenditure for acquisition of right of way related to both segments of Jepson Parkway, and the resulting funding deficit. At that meeting, it was concluded that District 1 RTIF would be allocated to Vacaville and Fairfield on a 1/3, 2/3 distribution formula, respectively to cover the cost increases associated with right of way acquisition and support; and

WHEREAS, the escalation of project costs as well as the extended delivery timeframe for Jepson Parkway necessitates the need for an Amendment to the original Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises set forth in the Agreement, STA and City agree to the following amendments:

1. Due to project timing and the extended delivery, City agrees to amend the payback schedule from what is defined in the original Agreement as follows:
The portion of the City share to be paid upfront by STA, as shown in Section H of the Agreement totaling \$3,575,655, will be paid back over a 7-year period commencing no later than October 1, 2016. The annual payback amount will be set at 50% of Vacaville's Annual Traffic Impact Fees collected in the year due, or \$510,807.86 (7-year amortization), whichever is less. Annual payments will be due on August 1 of each year following the initial payment. Yearly amounts may vary based upon TIF collected each year; however the entire payback balance shall be paid in full within the 7 year period.
2. The Revised Jepson Parkway Project costs are reflected in the table below, and are based on actual costs to date, and 100% PS&E estimates of construction cost. Actual construction costs will be determined upon the award of the construction contract based upon the actual bid amounts and any adjustments to the Project construction scope to which both Parties agree.
3. In accordance with the agreement reached at the May 27, 2015 meeting referenced above, 1/3 of District 1 RTIF revenue (approx. \$500,000) will be appropriated to the Vacaville (Phase 2) segment of the Jepson Parkway to offset Right of Way and Right of Way support costs that significantly exceeded the original contract estimates and budget. This appropriation is depicted in the table below.
4. For all eligible construction phase expenses incurred by the City, City shall submit invoices directly to Caltrans for STIP reimbursement.

TABLE 1: UPDATED TOTAL PROJECT COST DISTRIBUTION

ITEM	TOTAL COST	STA PORTION	CITY PORTION	COUNTY PORTION	DIST 1 RTIF PORTION
Design*	\$ 2,053,100	\$ 1,564,550	\$ 488,550	\$793,000	\$ -
Right of Way	\$ 1,077,956	\$ 463,400	\$ 220,000	\$	\$ 394,556
Right of Way Support	\$ 628,560	\$ 428,933	\$ 94,183	\$	\$ 105,444
Utility Relocation	\$ 543,000	\$ -	\$ 543,000	\$	\$ -
Enviro. Mitigation	\$ 2,659,884	\$ 137,442	\$ 2,522,442	\$	\$ -
Construction Capital	\$24,707,186	\$ 19,125,293	\$ 5,581,893	\$	\$ -
Construction Mgmt.	\$ 2,973,156	\$ 2,099,458	\$ 873,698	\$	\$ -
Deferred Landscape**	\$ 1,013,000	\$ -	\$ 1,013,000	\$	\$ -
Developer Installed Imp	\$ 1,093,000	\$ -	\$ 1,093,000	\$	\$ -
Previous Contribution	\$	\$ (1,500,000)	\$ 1,500,000	(\$174,000)	\$
County Contribution	\$	\$ (619,000)	\$ 619,000	\$	\$
7-Year Payback****		\$ (3,575,655)	\$ 3,575,655		
Updated Participating Totals	\$36,748,842	\$ 18,124,421	\$ 18,124,421	\$	\$ 500,000
Non-Participating (Betterments)***	\$5,024,392	\$	\$5,024,392	\$	\$
Updated Totals	\$41,773,234	\$ 18,124,421	\$ 23,148,813	\$619,000	\$ 500,000
Original Totals (5/14/14)	\$33,654,550	\$15,802,275	\$17,233,275	\$619,000	\$0
Delta	\$ 8,118,684	\$ 2,322,146	\$5,915,538	\$0	\$500,000

* Refer to Section E of the original "Agreement" for specifics of design reimbursement.

** Deferred Landscaping is developer installed median and setback landscaping to be constructed at a later date.

*** Betterments consist primarily of potable and non-potable water improvements.

**** 7-Year payback will commence October 1, 2016, and be due August 1 of each subsequent year (see Item 1 above).

Through execution by the Parties on the date signed below, this Amendment shall become a part of and incorporated into the Agreement; and shall supersede said Agreement on all matters addressed specifically herein.

"STA"
Solano Transportation Authority

Approved as to form:

By _____
Daryl K. Halls, STA Executive Director

By _____
STA Legal Counsel

DATE: _____

"CITY"
City of Vacaville

Approved as to Form

By _____
Laura Kuhn, City Manager

By _____
Melinda Stewart, City Attorney

DATE: _____



DATE: September 21, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: City of Fairfield SolanoExpress Marketing Funding Request

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF is used to provide financial assistance for public transportation, including funding for transit planning, operations, and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for countywide transit studies, transit marketing activities, ridership surveys, matching funds for intercity buses, and STA transit planning and coordination activities.

Discussion:

On August 25, 2016, STA received a letter from the City of Fairfield requesting \$24,000 to fund the Fairfield and Suisun Transit (FAST) SolanoExpress Service Marketing efforts (Attachment A). FAST's request includes extending the airing of a 30-second video commercial that FAST developed. The video is currently running on various television stations and at a local Edwards movie theater and will continue to run through the month of September. STA staff is recommending that the STA Board authorize this request from FAST to continue the advertisement.

The video can be viewed online at <https://www.youtube.com/watch?v=eIenCPPSArE>.

At both the September SolanoExpress Intercity Transit Consortium and STA TAC meetings, this item was unanimously moved forward.

Fiscal Impact:

The cost of the City of Fairfield's funding request is \$24,000, which is to be funded by State Transit Assistance Funds (STAF) and is available in the Fiscal Year (FY) 2015-16 SolanoExpress Marketing Budget.

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$24,000 for marketing of SolanoExpress Routes by FAST.

Attachment:

- A. City of Fairfield Letter to STA re. Request for Service Marketing Funding for SolanoExpress dated August 25, 2016



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.434.3800
FAX: 707.426.3298

Home of
 Travis Air Force Base

COUNCIL

Mayor
 Harry T. Price
 707.428.7395

Vice-Mayor
 Chuck Timm
 707.429.6298

Councilmembers
 707.429.6298

Pam Bertani

Catherine Moy

Rick Vaccaro

...

City Manager
 David A. White
 707.428.7400

...

City Attorney
 Gregory W. Stepanicich
 707.428.7419

...

City Clerk
 Karen L. Rees
 707.428.7384

...

City Treasurer
 Oscar G. Reyes Jr.
 707.428.7498

DEPARTMENTS

City Manager's Office
 707.428.7400

...

Community Development
 707.428.7461

...

Parks & Recreation
 707.428.7465

...

Finance & Technology
 707.428.7498

...

Fire
 707.428.7375

...

Police
 707.428.7362

...

Public Works
 707.428.7485

Department of Public Works

August 25, 2016

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

RE: Request for Service Marketing Funding for Solano Express

Dear Mr. Halls:

The City of Fairfield (City) appreciates our partnership in providing SolanoExpress commuter services for the residents of Solano County. As you know, the City has recently undertaken an effort to market SolanoExpress through the development of a 30-second video commercial. This commercial is currently running on various Comcast stations and the local Edwards Cinemas movie theatre, through the month of September 2016.

The City is requesting support from the Solano Transportation Authority (STA) to extend the current commercial campaign through the end of the 2016 calendar year. We are requesting a total of \$24,000 in marketing support from STA for this campaign:

- \$6,000 for the 3-month extension of commercial advertising with Edwards Cinemas.
- \$18,000 for the 3-month extension of commercial advertising with Comcast.

Per your request, we have edited the commercial to ensure that STA contact information is readily available and displayed during the video.

Thank you for considering this request for funding. Should you have any questions or need additional information please contact me at your convenience.

Sincerely,

Nathaniel Atherstone
 Transportation Manager/FAST Transit Manager

C: George Hicks, City of Fairfield
 Philip Kamhi, Solano Transportation Authority



DATE: September 28, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Solano-Napa Activity-Based Model (SNABM) Adoption

Background:

The SNABM (SNABM) is the primary tool for measuring current and projected traffic volumes on the Routes of Regional Significance (RORS). The RORS are the major roadways that connect Solano communities with each other, with the greater Northern California region, and to major civic and employment activity centers within the county. Because it is a regional traffic model, the SNABM is not effective in measuring or predicting traffic on local roadways.

In 2015, STA made the commitment to update the model so that it would project conditions out to the year 2040. In addition, the way that the model works is changing from an older trip-based model to a cutting edge activity-based model. The updated SNABM is now ready for final approval and use.

Discussion:

As previously presented to the STA Board at the June 8, 2016 meeting, there are three major changes incorporated in the update of the SNABM:

Trip-based to activity-based. Trip-based models, also sometimes referred to as gravity models, look at from where trips are generated and to where trips are attracted. These trip-based models have been effective, but are certainly limited. For example, a trip-based model may assign a home-to-work trip as an automobile trip, but then have a midday trip or the journey home take place by transit. Activity-based models require more computer processing power than was available when trip-based models were developed, but they provide a more realistic view of how travelers behave. Because of the processing power required, activity-based models can currently only be run effectively by a large consulting firm. The new SNABM will be an activity-based model, consistent with the model run by Metropolitan Transportation Commission (MTC).

Updated Land Use and Travel Data. The new SNABM will use data based on the 2010 U.S. Census, with updates provided by the Association of Bay Area Governments (ABAG). The ABAG data is important because it is the foundation for the Regional Transportation Plan (RTP). The state statute that created congestion management agencies such as STA requires that their models be consistent with the model used for the RTP. The travel data from the 2010 U.S. Census provides the best insight into how Solano County and Bay Area travelers actually move around the region (i.e. drive alone, carpool or take transit).

Future Year Projections. Finally, the updated SNABM will project traffic for the year 2040. This is consistent not only with the RTP, but also meets the requirements of Caltrans to project the 25-year impact of a project.

MTC modeling staff has been involved in reviewing the new activity-based SNABM. This includes MTC and ABAG staff input on the land use and travel behavior data and assumptions. MTC and ABAG staff have expressed their satisfaction with the new SNABM.

The model assumptions and output have been reviewed by both the county planning directors and the Model Technical Advisory Committee (TAC). The Model TAC includes participation by the Napa Valley Transportation Authority (NVTA) and Caltrans. STA also had a modeling consultant that has not been involved in development of the model conduct a test of its performance on a Solano project.

The Model TAC at its May 26, 2016 meeting accepted the technical validity of the SNABM and recommended it be approved and used, subject to the consultant performance review and a letter of concurrence from MTC.

STA enlisted Fehr & Peers to conduct a series of tests of the model's performance, of which the results are contained in Attachment A.

Per the review, "The sensitivity tests indicate that the model responds in the direction expected when evaluating large-scale changes in land use or significant changes in the transportation network; the model is not suitable for evaluating small-scale land use changes. The model has been validated to a limited dataset within Solano County only for larger regional transportation projects; further local-area validation is highly recommended before the model is used for any local planning applications, and such local validation would be essential for any project in Napa County."

The Model TAC met again on September 23, 2016, including the participation of Fehr & Peers staff as well as the current STA on-call consultant Cambridge Systematics to discuss the results of the technical review conducted by Fehr & Peers. Members present and absent members contacted following the meeting supported adoption of the SNABM, although several agencies took no position. The Model TAC recommended that STA develop clear guidance on when the SNABM should be utilized, and also recommended that a user guide be developed.

The Model TAC at its May meeting asked STA Planning staff to ensure that the STA Board is aware of several concerns regarding the STA regional model in general, and not specific to the updated model. These concerns are:

- Divergence between regional and local land use projections. The STA model is required by statute to use land use and demographic projections that are, on a county-wide basis, within 1% of the MTC model. The MTC model is based upon the requirements of SB 375 for reduced air emissions and housing production on a regional basis, and may project higher or lower – in some cases, significantly higher or lower – growth rates than do locally-adopted General Plans.
- Differences between 2010 census and 2015 projections. The new model uses the 2010 census as a base year, but then adds a growth increment to bring the data up to 2015.

- Need to keep model data updated. The model is most useful when the land use database and transportation network are kept up to date. This allows future model runs and validation work to be accurate. STA and the model users will need to maintain their commitment to updating these model features, and to sharing traffic counts and studies that can increase model accuracy.
- Need for post processing. Users need to look at the model run results and see how they compare to local models and validations. It may be reasonable to use post-processing routines to bring the regional results into closer alignment with detailed local models.
- Applications. The regional model produces regional information, and should be used for projects that impact RORS. Local projects with low impacts (for example, less than 100 Dwelling Unit Equivalents) not adjacent to an RORS generally do not need to use the regional model for analysis.

Fiscal Impact:

None.

Recommendation:

Adopt the Solano-Napa Activity-Based Model (SNABM).

Attachment:

- A. Technical Review of Solano-Napa Activity-Based Model (Fehr & Peers)

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TECHNICAL MEMORANDUM

Date: September 9, 2016

To: Bob Macaulay and Robert Guerrero, Solano Transportation Authority

From: Julie Morgan & Kevin Johnson, Fehr & Peers

Subject: Technical Review of Solano-Napa Activity-Based Model

WC16-3331

This memorandum provides a summary of our review of the Solano-Napa Activity-Based Model (SNABM), which was recently developed by Cambridge Systematics (CS). As requested by the Solano Transportation Authority (STA), our review addresses the model structure and the computing resources required to run it, the process for editing model inputs, the results of a series of model sensitivity tests, and a summary of overall conclusions. The review has been based on our hands-on experience working with the model over the past two months; we also referred to the model documentation, "2015 Model Update, Solano-Napa Activity-Based Model," dated February 2016 and prepared by Cambridge Systematics for the STA. This review is by nature highly technical; for ease of reading, major points have been underlined, and each section concludes with a Key Findings list that summarizes the most important items from the preceding material. A summary of conclusions is provided first.

SUMMARY OF OVERALL CONCLUSIONS AND NEXT STEPS

The SNABM is a sophisticated, complex activity-based model that is based on the MTC Travel Model One. It requires significant computing resources and technical expertise to use, and a complete model run requires about 43 hours; this long runtime will limit the number of scenarios that can realistically be evaluated for a typical project. The sensitivity tests indicate that the model responds in the direction expected when evaluating large-scale changes in land use or significant changes in the transportation network; the model is not suitable for evaluating small-scale land use changes. The model has been validated to a limited dataset within Solano County only;



further local-area validation is highly recommended before the model is used for any local planning applications, and such local validation would be essential for any project in Napa County.

The STA may consider the following next steps in order to continue to improve the SNABM and increase its functionality for planning applications:

- Validate the model for important characteristics of travel behavior (such as trip generation, mode choice, trip distance, etc.) and use a more robust set of counts within the model area
- Develop a comprehensive User Guide and/or a graphical user interface to simplify model application
- Aggregate zones outside of the Solano-Napa area to reduce the runtime, and investigate the effects of the sample ratio used in the population synthesizer
- Investigate cloud computing and other technical approaches to reduce model runtime

COMPUTING RESOURCES AND MODEL STRUCTURE

Fehr & Peers obtained the SNABM input files from CS on June 21, 2016. The model input files were installed on the same modeling server Fehr & Peers uses to successfully run MTC's Travel Model One, the model from which the SNABM was developed. The first successful SNABM model run was completed on July 27, roughly five weeks after receiving the model input files.

Computing Resources

The delay in successfully completing a model run was partly associated with generic Java errors similar to the errors we encountered when we first installed and ran Travel Model One. As with Travel Model One, the errors were related to the amount of memory available to the Java portions of the model. The solution was to iteratively allocate additional random access memory (RAM) and reconfigure the memory allocation to the four Java control scripts until the model would successfully run. It was determined that the SNABM requires approximately 14% more memory than Travel Model One.

Delay in successfully completing a model run was also due to the particular nature of the Travel Model One and SNABM software platforms. Both models operate in a server environment



requiring access to specific network resources and a specific allocation of computing resources. For instance, both models require a constant connection with a Citilabs network-based key; when the key server crashed, the model run stopped. The model had to be restarted from the beginning because the Java portion of the model does not allow for a mid-stream start (which most Citilabs scripts allow).

Additional model crashes were also encountered when computing resources were shared by other models running on the modeling server. This occurred even though a specific amount of RAM and processors had been allocated to the SNABM. To reduce the frequency of model crashes, we recommend installing and running the SNABM on a dedicated modeling server, and that no other models be run on the same network. In addition, the analyst running the SNABM should be well-versed in activity-based model hardware and software in general, and ideally also be very familiar with the procedures required to apply Travel Model One.

Model Runtime

The first successful run of the 2015 SNABM completed in approximately 43 hours. By comparison, on our server we complete a full run of the base year (2010) of Travel Model One in about 30 hours. Using our computing resources, the runtime of the 2015 SNABM is about 40% longer than the runtime of the 2010 Travel Model One.

Table 1 provides a comparison of the Travel Model One and SNABM required computing resources and model runtimes.

TABLE 1: COMPUTING RESOURCES AND MODEL RUNTIME

	Travel Model One	SNABM	Difference
Processing Cores	40	40	0
Random Access Memory (RAM)	112 Gigabytes	128 Gigabytes	16 Gigabytes
Model Runtime	30 hours	43 hours	13 hours



Basic Model Results Comparison

After successfully completing a run of the 2015 SNABM, the highway assignment results were compared to the results provided by CS. The comparison indicated that we were adequately replicating the CS model results and therefore could proceed with the model review and sensitivity testing.

Model Structure and Parameters

In order to determine the cause of the increased memory requirement and model runtime, the SNABM model structure and parameters were reviewed and compared to those of Travel Model One. It was determined that the SNABM generally maintained the same model structure and parameters as Travel Model One with a few key exceptions described below.

Traffic Analysis Zone System

The Travel Model One traffic analysis zone (TAZ) system consists of 1,454 zones in the nine-county Bay Area, with a total of 107 zones in Solano and Napa counties combined. The SNABM increased the number of zones in Solano and Napa counties to 987, an increase of 880 zones. The refined TAZ system in Solano and Napa counties results in an average population per zone of about 600, which is an appropriate level of detail for a countywide model.

The TAZ system outside Solano and Napa counties was reviewed and found to be unmodified from the Travel Model One TAZ system. Thus, the addition of 880 zones in Solano and Napa represents a 60% increase in the total number of zones model-wide, from 1,454 to 2,334. **Table 2** provides a comparison of the Travel Model One and SNABM traffic analysis zone systems in the nine-county Bay Area and Solano-Napa counties. This significant increase in the total number of zones is likely a key reason why the SNABM requires more time and computing resources.

One option for counteracting this effect would be to aggregate zones in parts of the Bay Area that do not interact much with Solano and Napa (such as Santa Clara and San Mateo counties); by moderating the net increase in the number of zones, the computing resources and time required to run the model could be maintained closer to what is experienced with Travel Model One.



TABLE 2: TRAFFIC ANALYSIS ZONE SYSTEM

	Travel Model One	SNABM	Difference
Solano-Napa Zones	107	987	880
Other Bay Area Zones	1,347	1,347	0
Total Zones	1,454	2,334	880

Population Sample Share Parameter

One of the key differences between a traditional four-step travel demand model and an activity-based model is that, instead of an input file containing a list of TAZs and the total amount of land use in each, an activity-based model creates a “synthetic population” containing demographic information for each individual Bay Area resident. The synthetic population consists of two very large .CSV files, one for households and one for population; there is a unique record containing demographic information derived from census data for each person and household in the Bay Area.

The models then perform a very sophisticated trip generation procedure utilizing Java to first classify each person in the synthetic population with a person type (e.g., full-time worker, student, non-worker, etc.) to help determine the types of trips each person will make. Each trip is then assigned a destination during the trip distribution step, and a mode of travel during the mode split step. The computing resources and runtimes of the trip generation, trip distribution, and mode split components are directly related to the number of persons being modeled. Additionally, the model performs these operations three times in succession in a series of “feedback loops,” using information from the first iteration to inform the next iteration.

Rather than model all 8 million Bay Area residents three times, the developers of Travel Model One chose to economize on computing resources and runtime by first analyzing a relatively small sample of the population, and then successively increasing the sample size through each iteration, with the final iteration modeling a full 100% of the population. **Table 3** provides a comparison of the Travel Model One and SNABM population sample share parameters.



TABLE 3: POPULATION SAMPLE SHARE PARAMETERS

	Travel Model One	SNABM	Difference
Feedback Loop 1	15%	15%	0%
Feedback Loop 2	30%	15%	15%
Feedback Loop 3	100%	15%	85%

As shown in **Table 3**, the SNABM differs from Travel Model One by using a 15% population sample share for all three feedback loops, including the final feedback loop that is used to report mode split and assignment results. The results of the final iteration are factored up by a factor of about 6.5 in order to represent the full 100% of the population. We presume that this approach may have been used in order to reduce computing resources and model runtime. However, it should be noted that this sampling and factoring technique may result in reduced model accuracy and increased model “noise” or variability of results that is unrelated to the actual change in model inputs. In addition, because Solano-Napa is a relatively small part of the Bay Area region, using a low sample rate for Solano-Napa will mean that the model is likely to be sensitive only to very large changes in Solano-Napa land uses and demographics. One option for counteracting this effect would be to apply a higher sampling rate within Solano-Napa, and a lower rate in other parts of the model area. It would be helpful to know if CS tested different population sampling techniques to determine the effects on the model results before settling on this procedure.

Roadway Network Links

The SNABM added a considerable amount of detail to the roadway network in Solano and Napa counties, with 13,108 links in those two counties as compared to the 2,718 links contained in the Travel Model One roadway network. The increased number of roadway network links was found to minimally affect the model skimming and assignment procedures. The refined roadway network in Solano and Napa counties is an appropriate level of detail for a countywide model and results in a negligible increase in required computing resources and model runtime.



KEY FINDINGS: COMPUTING RESOURCES AND MODEL STRUCTURE

- Similar to Travel Model One, the SNABM requires very specialized computing resources and a high level of technical expertise on the part of the analyst.
- The SNABM requires approximately 14% more memory than Travel Model One.
- The runtime of the 2015 SNABM was about 40% longer than the 2010 Travel Model One (43 hours compared to 30 hours).
- Fehr & Peers recommends installing and running the SNABM on a dedicated modeling server, by an analyst well-versed in activity-based model hardware and software issues.
- Fehr & Peers recommends aggregating TAZs in areas far removed from Napa and Solano counties in order to reduce computing requirements and runtime.
- Fehr & Peers recommends investigating the effects of using less than a 100% population share in the final feedback loop.

EDITING MODEL INPUTS

The most important function of a model is to predict changes in travel patterns as a result of potential future changes in land uses, socioeconomic characteristics, or transportation facilities. Therefore, it is important that the process of editing model inputs be as efficient and intuitive as possible. Below is a discussion of our observations while making the three most common types of model input modifications: changes to the road system, changes to land uses and socioeconomic characteristics, and changes to the TAZ system.

Roadway Network Modifications

The SNABM roadway network is a standard Cube network file with standard link attributes. Making roadway network modifications was intuitive and straightforward.

Land Use Modifications

Non-Residential Uses

The SNABM non-residential land use is contained in two socio-economic database (SED) files. The two files are identical in name and content, with the only difference being one is in .CSV format for use by the Java components of the model while the other is in .DBF format for use by



the Cube components of the model. The SED files are in a common, easily editable format with standard field names. Making modifications to non-residential land uses was intuitive and straightforward.

Residential Uses

Although residential land use data is contained in the two standard SED files described above, it is not directly used during trip generation. Instead, the SNABM utilizes a “synthetic population” of all Bay Area residents. There are two population synthesizer input files (one for households and one for persons) which are included as model input files rather than generated by the model itself. In order to edit residential land use, a separate population synthesizer must be run which is generally not provided with the standard model input files. We requested the population synthesizer from CS.

In addition to the population synthesizer, CS developed two “population allocation” scripts, one written in Python and the other in R, to allocate persons and households from the Travel Model One 1,454-zone system to the SNABM 2,334-zone system. We presume this approach was taken due to the complexity of the MTC population synthesizer and its use of census data that had already been defined in the 1,454-zone system. Modifying the MTC population synthesizer would require not only modifying the script itself but the underlying census data as well, which would be very cumbersome.

The process for editing residential land use involved editing the SED files, running the population synthesizer, and running the two allocation scripts. In general, it was very time consuming to figure out how this process works, as there were no instructions provided. Since editing the land use is going to be a common step in many local planning applications of this model, we recommend that a user’s guide be developed to explain the process for making changes to residential land uses. Alternatively, STA might consider creating a graphical user interface to streamline the process of making land use changes.

As described previously, the SNABM contains many more zones in Solano and Napa counties than Travel Model One. That means that each of the Travel Model One zones in those counties has been split into multiple smaller zones. The R script described above allocates population and households from the Travel Model One “parent” zone to each of the smaller “child” zones in the SNABM. One item of note is that it appears that the population gets allocated equally across all the child zones. For instance, if a parent zone is split into five smaller child zones, each of the



child zones will get 20% of the population of the parent zone, regardless of the size or characteristics of each child zone. This reduces the accuracy of the residential data, because it essentially assumes that population is distributed uniformly within each parent zone, which is not always the case.

Traffic Analysis Zone System Modifications

During our review of the model structure and parameters, an attempt was made to understand the process for disaggregating TAZs through the addition of zones beyond the current 2,334, since additional zonal detail in may be desired for certain local planning applications of the model. However, it was found that the complexities of the Travel Model One model structure make it very difficult to disaggregate TAZs efficiently. We recommend that if additional zonal detail is required, TAZs from areas of the model far away from Solano-Napa be aggregated into larger zones and then the available zone numbers can be used in the desired study location.

KEY FINDINGS: EDITING MODEL INPUTS

- Editing the roadway network was intuitive and straightforward.
- Editing non-residential land uses was intuitive and straightforward and requires editing of a single file and saving in two formats.
- Editing residential land uses was very complex and time consuming; a user's guide is needed to explain the process to future model users.
- Adding more zones to the model is not recommended; if additional zonal detail is desired, the analyst should consider aggregating zones in other parts of the model to create available zone numbers that can be used in the study area.

MODEL SENSITIVITY TESTS

As described above, the function of a model is to predict changes in travel patterns as a result of potential future changes in land uses, socioeconomic characteristics, or transportation facilities. In general, the model should be sensitive to and produce reasonable results for the types of projects, policies, programs that will be evaluated. Static model validation is a good start, but it doesn't test how reasonably a model responds to changes in inputs. To address this question, we

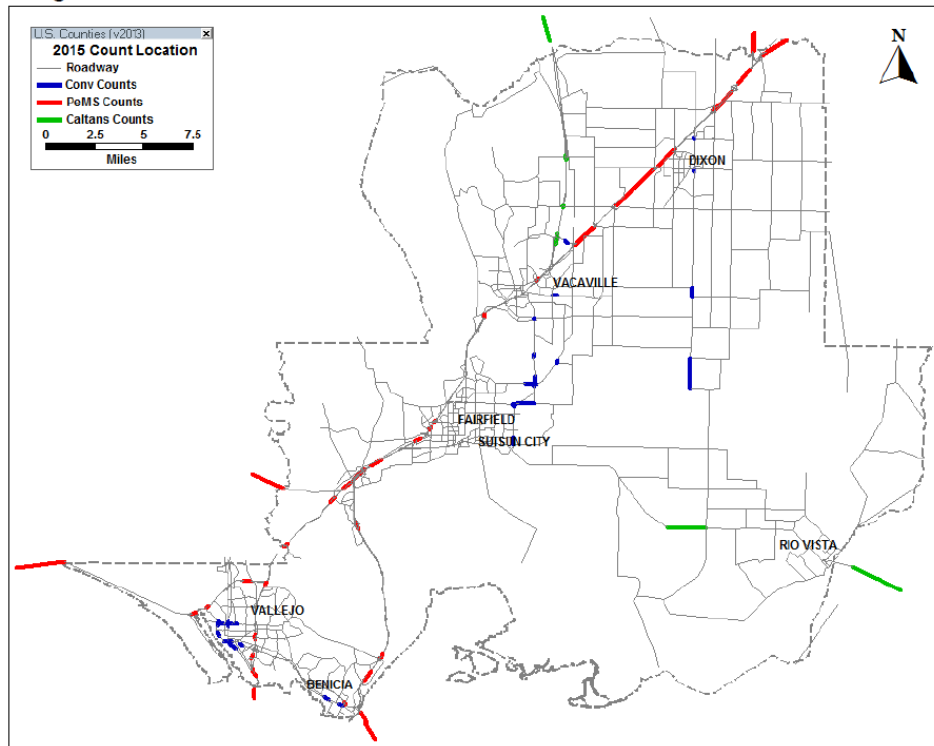


reviewed the static model validation performed by CS, but also conducted a series of dynamic sensitivity tests.

Static Model Validation

A review of the model documentation indicated that the SNABM was validated to a set of relatively sparse traffic count data in Solano County, and was not validated at all within Napa County (see Figure 4.2 below from the model documentation). In light of this, it is very important that, whenever the model is used for local planning applications, the validation of the model should be tested in that particular study area using a comprehensive set of traffic count data collected specifically for that project. Ideally, other travel characteristics such as travel mode and trip distance would also be validated in addition to traffic counts.

Figure 4.2 Model Count Sources and Locations



Land Use Sensitivity Tests

In order to determine how the model will perform when making land use changes, a series of land use sensitivity tests were performed.



Residential Land Use Sensitivity Tests

Residential land use sensitivity tests involved running the population synthesizer and the two population allocation scripts with different residential assumptions, and then running the full SNABM. Upon review of the model outputs, an error was discovered in the zone mapping input file provided by CS. We raised the question with CS and received the correct zone mapping file on September 6, 2016. There was insufficient time or budget to rerun the models with the intended land use allocations, but we were still able to summarize the results of the completed model runs.

Table 4 summarizes the residential land use sensitivity results. Varying numbers of households were added to specific TAZs and the additional daily vehicle trip generation per household added was computed. The results indicate significant amounts of model noise when we added relatively small numbers of households: the addition of one household resulted in more than 300 additional vehicle trips, while the addition of nine households actually reduced vehicle trips by 380. This could be affected by the population sample share parameter discussed previously. When larger numbers of households were added, the model performed in a more stable way, adding 5-7 daily vehicle trips for each added household. Because of these results, we recommend that the SNABM be used only when the project being analyzed would add at least 100 households to each affected TAZ.

TABLE 4: RESIDENTIAL LAND USE SENSITIVITY

Model Results	Daily Vehicle Trips				
	Add 1 HH	Add 9 HHs	Add 50 HHs	Add 911 HHs	Add 2,298 HHs
Original SNABM	3,849	5,875	10,436	1,376	1,861
Modified SNABM	4,176	5,495	10,933	5,904	17,751
Change	327	-380	497	4,528	15,890
Change Per HH Added	326.9	-42.2	9.9	5.0	6.9



Non-Residential Land Use Sensitivity Tests

In order to perform non-residential land use sensitivity tests, we modified the two SED input files and ran the entire SNABM.

Table 5 summarizes the non-residential land use sensitivity results. Varying numbers of jobs were added to the model and the additional daily vehicle trip generation per job added was computed. The results were similar to the residential tests, indicating significant amounts of model noise when we added relatively small numbers of jobs: the addition of one job resulted in more than 150 additional vehicle trips, while the addition of ten jobs added more than 300 trips. Again, this may be affected by the population sample share parameter due to the trip balancing that occurs at the end of trip generation. When larger numbers of jobs were added to a TAZ, the model performed in a more stable way, adding 15-18 daily vehicle trips for each added job. Because of these results, we recommend that the SNABM be used only when the project being analyzed would add at least 100 jobs to each affected TAZ.

TABLE 5: NON-RESIDENTIAL LAND USE SENSITIVITY

Model Results	Daily Vehicle Trips				
	Add 1 Job	Add 10 Jobs	Add 100 Jobs	Add 1,000 Jobs	Add 10,000 Jobs
Original SNABM	398	971	1,805	487	5,439
Modified SNABM	555	1,283	3,312	18,905	148,681
Change	157	311	1,506	18,418	143,242
Change Per Job Added	156.6	31.1	15.1	18.4	14.3



Roadway Network Sensitivity Tests

In order to determine how the model will perform when making infrastructure changes, a series of roadway network sensitivity tests were performed. Each of the three tests involved the modification of roadway link attribute data, the running of the entire SNABM, and a comparison of model volume link data from the original model and the modified model.

The first test involved adding a lane in each direction to the I-80 freeway between I-680 and I-505; the results are shown in **Table 6** for the area just east of the I-680 interchange. It would be expected that adding a lane to a congested freeway would result in more vehicles being assigned to the freeway and fewer vehicles being assigned to nearby parallel routes. In this instance, the results were somewhat mixed. A modest number of additional vehicles were assigned to I-80, with more vehicles being added in the peak direction than the off-peak direction, which is expected. However, there was almost no change on the nearby parallel routes of Business Center Drive and Cordelia Road. In fact, it appears that the model assignment doesn't address those two roads very well, as they have extremely low volumes in general. This is a complicated area, with a freeway-to-freeway interchange and several local interchanges in a relatively small area; these results indicate that the model could benefit from further validation work in this area to ensure that traffic volumes are being assigned reasonably to both the freeways and the important local arterials.



Test 1: Add Freeway Capacity (one lane in each direction) along I-80 from I-680 to I-505

TABLE 6: ADDING I-80 FREEWAY CAPACITY

Location	4-Hour AM Model Volumes			4-Hour PM Model Volumes		
	Original	Modified	Delta	Original	Modified	Delta
Westbound						
Business Center Drive WB east of I-680	262	186	-76	0	0	0
I-80 WB east of I-680	34,391	35,654	1,263	25,032	25,142	109
Cordelia Road WB east of I-680	68	111	43	36	26	-10
Eastbound						
Business Center Drive EB east of I-680	1	1	0	2	3	1
I-80 EB east of I-680	20,157	21,021	864	27,765	29,923	2,159
Cordelia Road EB east of I-680	12	8	-3	45	37	-7

The second test involved adding a lane in each direction to SR 29 between SR 37 and SR 12/221 in Napa County; the results are shown in **Table 7** for the area around the confluence of SR 29 and SR 12. It would be expected that adding a lane to a congested highway would result in more vehicles being assigned to that highway. In this instance, this test did result in significant numbers of additional vehicles on SR 29 both north and south of SR 12, and reduced the number of vehicles on SR 12. However, this effect was much more pronounced in the southbound direction than in the northbound direction, regardless of which time period was studied. Current data indicates that the peak direction of travel on SR 29 north of SR 12 is northbound in the morning and southbound in the evening, but the SNABM does not seem to reflect that pattern. Recognizing that the model was not validated against any traffic counts in Napa, these results indicate that the model could benefit from validation work in this area to ensure that traffic



volumes are being assigned reasonably and that directional flows are being reflected with reasonable accuracy.

Test 2: Add Highway Capacity (one lane in each direction) along SR 29 from SR 37 to SR 12/221

TABLE 7: ADDING SR 29 HIGHWAY CAPACITY

Location	4-Hour AM Model Volumes			4-Hour PM Model Volumes		
	Original	Modified	Delta	Original	Modified	Delta
Northbound/Westbound						
SR 29 NB north of SR 12	19,864	20,168	304	17,031	17,569	538
SR 29 NB south of SR 12	11,102	12,627	1,524	10,946	11,665	719
SR 12 WB east of SR 29	8,838	7,703	-1,135	6,157	6,179	22
Southbound/Eastbound						
SR 29 SB north of SR 12	14,687	20,162	5,475	14,569	20,332	5,763
SR 29 SB south of SR 12	5,368	12,026	6,658	4,922	11,487	6,565
SR 12 EB east of SR 29	13,070	8,236	-4,834	13,124	9,169	-3,956

The third test involved removing one lane in each direction from Air Base Parkway between I-80 and Peabody Road; the results are shown in **Table 8** for the area east of North Texas Street. It would be expected that by reducing the capacity of the road, fewer vehicles would be assigned to Air Base Parkway and more vehicles would be assigned to nearby parallel routes such as Dickson Hill Road and East Travis Boulevard. This expected pattern is shown in the model results.



Test 3: Remove Arterial Roadway Capacity (one lane in each direction) along Air Base Parkway from I-80 to Peabody Road

TABLE 8: REMOVING ARTERIAL CAPACITY

Location	4-Hour AM Model Volumes			4-Hour PM Model Volumes		
	Original	Modified	Delta	Original	Modified	Delta
Westbound						
Dickson Hill Road WB east of N. Texas Street	2,571	3,949	1,378	2,428	2,912	485
Air Base Parkway WB east of N. Texas Street	5,108	2,604	-2,505	5,123	2,601	-2,522
E. Travis Boulevard WB east of N. Texas Street	2,076	2,338	262	1,666	1,724	58
Eastbound						
Dickson Hill Road EB east of N. Texas Street	2,125	2,627	502	3,787	4,364	578
Air Base Parkway EB east of N. Texas Street	4,825	2,695	-2,130	5,406	2,737	-2,669
E. Travis Boulevard EB east of N. Texas Street	1,115	1,227	112	2,755	2,809	53



KEY FINDINGS: MODEL SENSITIVITY TESTS

- The model was validated only against traffic counts and not for any other measure of travel behavior (such as trip generation, trip distance, or mode choice); the validation process involved relatively sparse count data in Solano County and no count data in Napa County.
- Fehr & Peers recommends only using the SNABM for relatively large land use projects that involve adding more than 100 households or 100 jobs per TAZ.
- The relative change in magnitude and direction of trips assigned to roadways seems to produce generally reasonable results based on our limited review. However, model assignment results should always be carefully reviewed before using the model for any local planning applications, and for any project in Napa County it will be critical to perform a local-area validation process.

OTHER KEY MODEL RESULTS

Mode Split

We compared the 2015 SNABM mode split estimates for the Bay Area as a whole and the Solano-Napa area. As shown in **Table 9**, the Solano-Napa mode split percentages are similar to the regional averages, with lower amounts of transit usage and higher HOV usage than the region as a whole. It seems somewhat counterintuitive that Solano-Napa would have a higher percentage of walk trips than the regional average; this may be related to how the TAZs in Solano-Napa were split into much smaller areas, such that the model views walking between zones as a viable transportation option.



TABLE 9: MODE SPLIT COMPARISON

Mode	Bay Area	Solano-Napa
Drive Alone %	49.1%	47.8%
HOV %	38.8%	42.8%
Walk %	6.7%	7.8%
Bike %	0.9%	0.8%
Transit %	4.5%	0.8%

Vehicle Miles Traveled

The measurement of vehicle miles traveled (VMT) is becoming more important due to the passage of SB 743 which will increase the usage of VMT as a CEQA performance measure. We were interested to see how the estimates of VMT from the SNABM compare to the estimates from Travel Model One. To investigate this, we extracted from the model the VMT occurring on all roads within a defined geographic area. (This is called the “boundary method” for calculating VMT. Another method for calculating VMT is the “origin-destination method” in which all VMT generated by residents and employees of a specified area is counted, even if those trips leave the area. Calculating VMT using the origin-destination method was not complete at the time this memo was written.)

Table 10 presents a comparison of VMT on all Bay Area roadways from Travel Model One and the SNABM. As shown below, the 2015 SNABM estimates 29% more regionwide VMT than the 2015 Travel Model One.

TABLE 10: VMT ON ALL BAY AREA ROADWAYS

Measure	2015 Travel Model One	2015 SNABM	Change	Percent Change
Vehicle Miles Traveled (VMT)	142,287,047	183,886,728	41,599,681	29%



To investigate this further, we looked at only the VMT occurring on roadways in Solano-Napa. As shown in **Table 11**, the 2015 SNABM estimates 20% more VMT on Solano-Napa roadways than the 2015 Travel Model One. This outcome is expected because the SNABM added a significant number of additional roadway links in Solano-Napa as compared to Travel Model One; because traffic is being assigned to many more roadway links, the total amount of VMT will be higher. However, this effect should only occur within Solano-Napa where the additional roadway links were added, and it shouldn't affect the VMT in other parts of the region where the roadway network is the same as in Travel Model One. So while it makes sense that the SNABM would produce 2.8 million more VMT in Solano-Napa, it is still unclear why it produces 41.6 million more VMT in the region as a whole. This would warrant further investigation.

TABLE 11: VMT ON ALL SOLANO-NAPA ROADWAYS

Measure	2015 Travel Model One	2015 SNABM	Change	Percent Change
Number of Links	2,718	13,108	10,390	382%
Vehicle Miles Traveled (VMT)	14,026,343	16,854,844	2,828,501	20%

This concludes our review of the SNABM. Please see the beginning of this technical memorandum for a summary of conclusions and suggestions for next steps, and please contact us with any questions or comments.

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DATE: October 4, 2016
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Marketing Update – Digital Marketing Services

Background:

The STA manages and markets a variety of transportation related programs and services. Staff, at times using consultant support, has accomplished this through the use of press relations, public events, mailings, publications, brochures, websites, social media, promotional campaigns, radio and print ads and more. The STA, its capital projects, as well as specific programs and services are promoted, managed and implemented by staff and consultants. STA, SolanoExpress, Solano Napa Commuter Information (SNCI), Safe Routes to School (SR2S), and Solano Mobility Management programs continue to rely on support from marketing consultants.

Discussion:

A survey conducted in March 2013 to determine opinions of Solano County residents identified that online resources are the best way (37%) to reach commuters with information, followed by radio advertising (28%). STA recently contracted with local radio station KUIC for a 6-month \$18,000 radio advertising campaign to run from September 2016 through February 2017.

STA has only used online methods for a few select marketing campaigns in the past. To support efforts to market the Solano Mobility Program and Call Center (as well as other STA programs like Solano Napa Commuter Information (SNCI), Safe Routes to School and SolanoExpress), staff plans to implement a one year program to determine the effectiveness of a performance-based online campaign to target all of STA's mobility programs. Staff has researched several digital media companies and obtained three bids to provide online marketing. Based on performance-based services offered and budget, Digital Media First/AdTaxi has been recommended to provide this online marketing.

Digital Media First/AdTaxi proposes to launch a one-year performance-based targeted online marketing campaign for STA for \$46,000. This will include an initial 2-3 months to determine the level of engagement across our websites and make adjustments in ad placement to maximize our public reach. As the marketing becomes more specific in its targets, Digital Media First/AdTaxi will accelerate their tracking and analyze STA's social media platforms to tweak content and placement for best results. Data will be collected from STA's online engagement, and incorporate data collected from the Call Center (email, phone and in-person contacts) to determine if higher levels of activity are originating with STA's online advertising.

Fiscal Impact:

A combination of STA and program specific funds from Safe Routes to School, SNCI, Solano Mobility Management and SolanoExpress will fund the \$46,000 contract.

Recommendation:

Authorize the Executive Director to enter into an agreement with Digital Media First/AdTaxi for one year, through October, 31, 2017 in an amount not-to-exceed \$46,000.

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DATE: September 28, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - Jepson Parkway Project Right of Way
Services - ARWS

Background:

In an effort to improve local traffic in central Solano County and to encourage the linkage between transportation and land use, the Solano Transportation Authority (STA), City of Fairfield, City of Vacaville, City of Suisun City, and Solano County completed the proposed Jepson Parkway conceptual plan in 2000 and subsequently the environmental document for the Project. The 12-mile Jepson Parkway Project is intended as an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to Interstate 80. The Project proposes a continuous four-lane roadway from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in Vacaville. The new Jepson Parkway will generally follow the alignment of the existing two-lane Vanden Road from Peabody Road to the southwest, then extend northeast past the existing section of Vanden Road that turns north and then connects with the existing Leisure Town Road north to Interstate 80. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes.

The Project is divided into 10 segments for design and construction purposes. Five segments within the Jepson Parkway Project have been completed: the extension of Leisure Town Road from Alamo to Vanden Road; the relocation of the Vanden Road/Peabody Road intersection; improvements to Leisure Town Road bridges; the Walters Road widening in Suisun City; and the Interstate 80 and Leisure Town Road interchange in Vacaville. To construct the project, there is property acquisition that is required. The STA is the lead for the acquisition of properties for Phases 1 and 2. The Cities of Vacaville and Fairfield are the lead for properties that will be dedicated as part of planned development.

Discussion:

Project Parcels

There are 14 parcels in Phase 2 (Fairfield Segment) and 27 parcels in Phase 1 (Vacaville Segment), 41 parcels in total that will be affected by the proposed Project. Of these, the STA is the lead on the acquisition of 10 parcels in Phase 2 and 14 parcels in Phase 1. It has been determined that a total of 10 parcels, 6 in Phase 2 and 4 in Phase 1 are occupied by commercial, residential, storage and/or personal property only occupants. The remaining are comprised of vacant land or do not have any occupants that will be affected by the proposed Project. Of the 10 parcels with occupants, one parcel requires full acquisition of the entire parcel. The remaining nine parcels will only require a partial acquisition. The parcels are generally located on Vanden Road, between Peabody Road to the west and Leisure Town Road to the north-east; and, Leisure Town Road between Vanden Road to the west and just to the north of Elmira Road.

Project Scheduling

In Late 2012, the STA initiated the real estate appraisal process and sent Notices of Intent to Appraise to the owners of the affected parcels. The appraisals on the affected parcels have been completed as of September 2013. Currently the STA has completed the acquisition of all parcels in Phases 1 and 2. Of the relocations, 2 in Phase I and 4 in Phase 2 remain. Of these 2, one is nearly completed. However, the last relocation is a complex business relocation that is underway, but is requiring substantial support from the relocation consultant.

The Right of Way certification was approved in October 2015. Remaining Right of Way activities for the final relocation are expected to be completed in the next 12 months.

Changes that have occurred during process

In 2012 the STA secured the services of Associated Right of Way, Inc (ARWS) to take the lead in the appraisal, acquisition and relocation activities for this project. Additional effort to complete the final relocation is required. As a result, this agenda item requests an additional \$20,000 of budget authority over previous authorized levels.

Fiscal Impact:

Funding for the acquisitions were paid for by the already allocated \$3.8 M State Transportation Improvement Program (STIP) funds. The cost to pay for the original services of ARWS was included in this allocation. The funding for the ARWS services included in this request has been included in the Re-Styled Funding Agreement between the STA and the City of Vacaville (separate agenda item) and will be included in the Re-Styled Funding Agreement between the STA and the City Fairfield (expected in December 2016 for Board approval).

Recommendation:

Authorize the Executive Director to amend the ARWS contract to complete the relocation activities for the Jepson Parkway Project for an amount not-to-exceed \$20,000.



DATE: September 28, 2016
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project – Allocation Package 2
Utility Relocation

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 now in various phases of implementation. The Initial Construction Package (ICP) is under construction, Construction Package 2 (CP2) is in the final design phase and preliminary utility relocation, and Construction Package 3 (CP3) is in the preliminary engineering phase.

Discussion:

Construction Package 2 (CP2), which consists of constructing a new partial interchange on I-680 at Red Top Road, is under design, with the 95% plans submitted to Caltrans in May. The next step for delivery of this construction package will be to complete utility relocations. There are two specific utility relocations that need to be completed now, since the Goldhill Village Development, which is located in the southwest quadrant of the interchange, is scheduled to start construction in fall/winter 2016. The 30-inch Fairfield Suisun Sanitary District ("FSSD") sewer pipe line and the 36-inch City of Benicia ("BENICIA") water pipe line will be placed under the new streets constructed as part of the Goldhill Village Development, so timing is critical.

In order to maintain the schedule for the relocation of the FSSD sewer pipe line and Benicia water pipe line, STA staff is now recommending the Board approve submitting an allocation transfer request to MTC for Regional Measure 2 funds in the amount of \$376,813 for the right-of-way phase for the I-80/I-680/SR12 Interchange Project – CP2 (\$125,206 will be transferred from the previous allocation of \$5.796 million for the right-of-way phase of the I-80/I-680/SR 12 Interchange – ICP and \$251,607 will be transferred from the previous allocation of \$1.142 million for the final design phase for the I-80/I-680/SR 12 Interchange Project – CP3.

As part of the standard process, in order to process an allocation transfer request from MTC, STA is required to approve the attached resolution (Attachment A), the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

With this approach, the \$376,813 of Regional Measure 2 or AB1171 funds will be transferred from the I-80/I-680/SR 12 Interchange – ICP and CP3 to Right-of-Way Phase for CP2.

Recommendation:

Approve the STA Resolution No. 2016-03; and funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$376,813 in Regional Measure 2 or AB1171 funds to the right-of-way phase of the I-80/I-680/SR 12 Interchange – CP2 for utility relocations.

Attachment:

- A. STA Resolution No. 2016-03

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2016-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE AB1171 ALLOCATION TRANSFER REQUEST FOR
REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION TO THE I-80/I-680/SR12 INTERCHANGE
PROJECT – CONSTRUCTION PACKAGE 2**

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

WHEREAS, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

WHEREAS, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions; and

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project, which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation transfer request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

RESOLVED, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation transfer request to MTC for Regional Measure 2 funds in the amount of \$376,813 for the right-of-way phase for the I-80/I-680/SR12 Interchange Project – Construction Package 2, purposes and amounts included in the project application attached to this resolution (\$125,206 will be transferred from the previous allocation of \$5.796 million for the right-of-way phase of the I-80/I-680/SR12 Interchange – Initial Construction Project (ICP)) and \$251,607 will be transferred from the previous allocation of \$1.142 million for the final design phase for the I-80/I-680/SR12 Interchange Project – Construction Package 3; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Norman Richardson, Chair
Solano Transportation Authority

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 day of October 12, 2016.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of October, 2016 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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Regional Measure 2

Initial Project Report (IPR)

September 2016

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,309,000	Utility Relocation for I-80/I-680/SR12 Interchange; \$591,096 transferred to Allocation #28
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$13,138,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package; Reduced by \$1,142,000 that was transferred as part of Allocation #31
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#23	March 2013	\$882,008	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#24	May 2013	\$10,400,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Regional Measure 2 – INITIAL PROJECT REPORT

#25	June 2013	\$1,597,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 2
#26	June 2013	\$3,916,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 3
#27	August 2013	\$27,259,000	Construction Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – Reduced by \$2,189,000 that was transferred as part of Allocation #30
#28	August 2013	\$2,469,096	Right of Way Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – new allocation of \$77,992; transfer of \$591,096 from Gordon Waterline allocation; transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; transfer of \$1,200,000 from I-80 Express Lanes PA/ED allocation. TRANSFERRED \$1,142,000 to CP3 for Final Design.
#29	February 2014	< \$1,000,000>	Transfer from Construction Phase of the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) to the Construction Phase of the I-80 FPI Project
#30	December 2015	\$2,189,000	Right of Way Phase for the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) – transfer of \$2,189,000 from ICP Construction Phase allocation to the CP2 Right of Way Phase.
#31	April 2016	\$1,142,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Construction Package 3 (CP3) – transfer of \$1,142,000 from ICP Right-of-Way Phase allocation to the CP3 Final Design (PS&E) Phase.

Total: \$105,077,104

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
September 2016	\$376,813	Right of Way Phase for the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) – transfer of \$125,206 from the Right of Way Phase from the I-80/I-680/SR12 Interchange - ICP and \$251,607 from Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Construction Package 3 (CP3).

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

☐ Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: **X** Yes ☐ No

I-80/I-680/SR12 Interchange Project -The environmental document (EIR/EIS) for the I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. However, a Record of Decision (ROD) has been issued for the fundable first phase.

Regional Measure 2 – INITIAL PROJECT REPORT

Design –

Final Design for the first construction package (Initial Construction Package (ICP)) was completed in May 2013. Final Design for I-80/I-680/SR12 Interchange - Construction Packages 2 is underway. Preliminary Design for Construction Package 3 has been completed, but sufficient funding is not available for Construction Package 3 to proceed with Final Design.

Right-of-Way Activities / Acquisition –

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans is underway. Closeout of utility relocations are underway. Although right-of-way acquisition for Construction Package 2 and 3 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (Initial Construction Package (ICP)) started construction in spring/summer 2014 and is expected to be completed in early 2017. Construction of Construction Packages 2 and 3 has not been scheduled at this time.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$37,800
Design - Plans, Specifications and Estimates (PS&E)	7,303
Right-of-Way Activities /Acquisition (R/W)	98,949
Construction / Rolling Stock Acquisition (CON)	193,457
Total Project Budget (in thousands)	\$337,509

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CPI	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$27,400
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	40,092
Construction / Rolling Stock Acquisition (CON)	60,676
Total Project Budget (in thousands)	\$129,068

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$3,696
Design - Plans, Specifications and Estimates (PS&E)	1,597
Right-of-Way Activities /Acquisition (R/W)	10,129
Construction / Rolling Stock Acquisition (CON)	40,403
Total Project Budget (in thousands)	\$55,825

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,704
Design - Plans, Specifications and Estimates (PS&E)	4,806
Right-of-Way Activities /Acquisition (R/W)	48,728
Construction / Rolling Stock Acquisition (CON)	92,378
Total Project Budget (in thousands)	\$152,616

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	12/12 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	08/12 (A)	05/13 (A)
Right-of-Way Activities /Acquisition and Transfer (R/W)	04/12 (A)	06/17
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – ICP	05/14 (A)	01/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	07/13 (A)	12/16
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	TBD	TBD

Regional Measure 2 – INITIAL PROJECT REPORT

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	TBD	TBD

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2016-17: R/W Phase for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); specifically for Utility Relocations for CP2.

Amount being requested (in escalated dollars)	\$ 376,813
Project Phase being requested	Final Design
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	October 2016
Month/year being requested for MTC Commission approval of allocation	October 2016

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	05/13 (A)
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition and Transfer	06/17
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)

Regional Measure 2 – INITIAL PROJECT REPORT

6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
7	I-80/I-680/SR12 I/C – CP2	Final Design	12/16
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	TBD
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12 (A)
11	I-80/I-680/SR12 I/C – CP3	Final Design	TBD
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	TBD

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the Utility Relocation for Benicia Water Line and FSSD Sewer Line for Construction Package 2 (CP2) project.

. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included.

Next Anticipated RM-2 Funding Allocation Request

N/A

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

☐ Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams

Phone: (707) 424-6010

Title: Director of Projects

E-mail: jadams@sta.ca.gov

Information on Person Preparing IPR

Name: Dale Dennis

Phone: (925) 595-4587

Title: STA Project Management Consultant

E-mail: dodennis@theycyberjungle.com

Regional Measure 2 – INITIAL PROJECT REPORT

Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: SFurtado@sta.ca.gov

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

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RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 9-Sep-16	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP - I-80/I-680/SR12 Interchange - Overall	ENV	8,400													8,400
STIP - I-80/I-680/SR12 Interchange - Overall	ENV	400													400
TCRP - N. Conn	ENV	3,000													3,000
Local - N. Conn	PS&E	2,300													2,300
Local - N. Conn	R/W	1,000													1,000
Local - N. Conn	CON			18,900											18,900
RM2 - N. Conn	ENV	2,500													2,500
RM2 - N. Conn	PS&E			1,000											1,000
RM2 - N. Conn	R/W			7,000											7,000
RM2 - N. Conn	CON			2,300	15,200				(4,000)						13,500
RM2 - HOV Lanes	ENV	3,475	1,000												4,475
RM2 - HOV Lanes	PS&E		4,525							(600)					3,925
RM2 - HOV Lanes	CON		2,000		(78)										1,922
CMIA - HOV Lanes	CON			24,324		8,226									32,550
Federal - HOV Lanes	CON			15,377											15,377
RM2 - I-80/I-680/SR12 Interchange - Overall	ENV			8,300		5,200									13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV						7,000	7,000	1,500						15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E								78						78
AB1171 - Interchange (ICP, CP2, CP3)	PS&E								822	5,513		1,142	(252)		7,225
RM2 - Interchange (ICP)	R/W				2,900					(591)					2,309
RM2 - Interchange (ICP)	R/W									12,791					12,791
AB1171 - Interchange (ICP)	R/W							14,280		11,854		(1,142)	(125)		24,867
AB1171 - Interchange (CP2)	R/W											2,189	377		2,566
AB1171 - Interchange (ICP)	CON									27,259					27,259
AB1171 - Interchange (ICP)	CON									(1,000)					(1,000)
CMAQ	CON									1,000					1,000
STIP (ICP)	CON									10,570					10,570
TCIF (ICP)	CON									22,847					22,847
TCRP - EB Truck Scales	ENV			600											600
RM2 - I-80 EB Truck Scales	ENV			5,200		1,000									6,200
RM2 - I-80 EB Truck Scales	PS&E					16,700	(4,500)	(870)	(2,100)	(360)					8,870
RM2 - I-80 EB Truck Scales	R/W					7,500			(2,000)		(775)				4,725
RM2 - I-80 EB Truck Scales	CON							870		360	775				2,005
AB1171 - I-80 EB Truck Scales	CON							22,583							22,583
TCIF/SHOPP	CON							37,292							37,292
RM2 - FF-Vac Express Lanes	ENV					1,100	15,300			(1,200)					15,200
CMAQ - I-80 FPI Project	ENV				1,493										1,493
CMAQ - I-80 FPI Project	PS&E					2,478									2,478
CMAQ - I-80 FPI Project	R/W							118							118
CMIA, SHOPP - I-80 FPI Project	CON									18,371					18,371
AB1171 - I-80 FPI Project	CON										1,000				1,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Br Tolls/Fed/STIP/Local (CP 2)	R/W													7,688	7,688
Br Tolls/Fed/STIP/Local (CP 3)	R/W													48,728	48,728
Br Tolls/Fed/STIP/Local (CP 2)	CON													40,403	40,403
Br Tolls/Fed/STIP/Local (CP 3)	CON													92,378	92,378
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15			Future Committed	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		21,075	7,525	83,001	16,615	45,104	17,800	81,273	12,671	89,443		2,189		1,821,741	2,198,437
Comments:															

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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DATE: October 4, 2016
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Mobility Management Program Project Manager – Contract Amendment and Release a Request for Qualifications (RFQ)

Background:

To help Solano Transportation Authority manage a range of transit studies and analysis, staff received Board approval in October 2011 to contract with qualified consultants for Project Managers (PM) to work jointly with the STA staff and the Solano transit operators to develop plans, programs and/or studies. The STA contracted with three Consultants to oversee and manage the following projects and provide assistance to STA staff:

- Community-Based Transportation Plan (CBTP) – East Fairfield
- Solano County Coordinated Short Range Transit Plan (SRTP)
- I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study
- Mobility Management Plan/Program
- STA Staff Assistance for Transit Finance and Management

The CBTP and Mobility Management Plan are completed. Transit Finance and Management is in process. The draft SRTPs are completed and are scheduled to be presented to the STA Board in December 2016. The Transit Corridor Study is under development and is scheduled to be completed June 2017.

Discussion:

Elizabeth Richards Consulting was selected as one of the transit project management consultants qualified to perform Project Management Services for the Community Based Transportation Plan - East Fairfield (completed September 2012) and Mobility Management Plan (completed April 2014). In addition, there are several Mobility Management programs that were implemented: Travel Training/Ambassador Program, the Call Center expansion with a Mobility Management Website and Consolidated Transportation Services Agency (CTSA). STA staff recommends the contract with Elizabeth Richards Consulting for Project Management services be amended to continue in providing support of related programs until December 2016 for an amount not-to-exceed \$9,000 as specified in Attachment A.

STA has contracted with other consultants to provide staff support for a variety of studies and transit financial related projects utilizing consultants for Project Managers (PM) from the qualified consultant list established in 2011. At this time, staff recommends authorizing the Executive Director to release a new Request for Qualification (RFQ) to establish an updated project management consultant list. The PMs will be responsible for ensuring the timely delivery of the tasks identified in the scope of work are met. The STA is anticipating to contract with six Project Managers to oversee, manage and/or assist in the development of the following projects and provide assistance to STA staff.

- Solano Mobility Study for Seniors and People with Disabilities Update
- Community-Based Transportation Plans
- Mobility Management Programs
- I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study
- Solano County Coordinated SRTP (future years)
- STA Staff Assistance for Transit Finance and Management

Fiscal Impact:

The cost to amend the contract with Elizabeth Richards Consulting is \$9,000. This is proposed to be funded by STAF funds allocated in FY 2016-17 budget. STA staff will return to the STA Board with specific scope of works for the programs and plans outlined above.

Recommendation:

Approve the following:

1. Allocate \$9,000 in State Transit Assistance Fund (STAF) for FY 2016-17 for Project Management services to implement Mobility Management;
2. Authorize the Executive Director to execute a contract amendment with Elizabeth Richards Consulting for an amount not-to-exceed \$9,000 to cover project management consultant services related to the implementation of Mobility Management Programs.
3. Authorize the Executive Director to release a Request for Qualifications for Transit and Mobility Project Management Consultant Services.

Attachment:

- A. Elizabeth Richards Consulting Scope of Work

Elizabeth Richards Consulting
Amended Scope of Services
for
October 2016 - December 2016

Project Management of Mobility Management programs

- ADA Assessment program: Review reports, monitor compliance with 21-day notification requirement, and coordinate with STA staff.
- Solano Mobility website: On-going updating of Find Your Ride service features, monitor existing and new services' features, prepare documents, make recommendations, and coordinate with STA staff to execute.
- Transportation studies support: Conduct research and refine stakeholder lists and outreach strategies.
- CTSA Support: Prepare reports and other documents for CTSA Board and committees as needed (Advisory, Consortium, TAC, PCC, SSPwDTAC, etc.)

Term (no change): December 31, 2016

Budget Amendment: \$9,000

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DATE: October 3, 2016
TO: STA Board
FROM: Robert Guerrero, Senior Project Manager
RE: State Route 37 (SR37) Design Alternative Analysis and Public Outreach Grant Funding Request

Background:

Recognizing current and future congestion and sea level rise challenges facing the SR 37 Corridor, Napa, Marin, Solano and Sonoma County Transportation Authorities have agreed to partner in planning near term and long term solutions for the corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities. As a result, policy representatives from each county agreed to meet regularly as part of the SR 37 Policy Committee to address the SR 37 corridor challenges. Solano County representatives on the SR 37 Policy Committee include:

1. Supervisor Jim Spering (MTC Commissioner)
2. Supervisor Erin Hannigan (County of Solano)
3. Mayor Osby Davis (STA Board)
4. Alternates: Jesse Malgapo, Vallejo; Elizabeth Patterson, Benicia, and Lori Wilson, Suisun City

The SR 37 Policy Committee formally requested the Metropolitan Transportation Commission (MTC) assist in providing funding for a Project Initiation Document (PID) equivalent, and was successful. Attachment A includes MTC's letter of approval. The PID equivalent document proposed to be funded is considered a Design Alternative Assessment (DAA). In addition to funds for the DAA, Caltrans District 4 and staff from the four North Bay County Transportation Authorities have been coordinating on obtaining grant funds for the Public Outreach component of this effort.

Discussion:

MTC SR 37 Design Alternative Assessment (DAA)

The SR 37 DAA will have two components. The first component is to develop a corridor study from I-80 to I-101 with Napa, Marin, Solano and Sonoma Transportation Authorities participating in its development. The second component of the DAA is to have a focused analysis on capital improvements that will address sea level rise and congestion on SR 37 between Mare Island in Solano County and SR 121 in Sonoma County. The bulk of the SR 37 DAA will focus on this second component, identified as Segment B in prior SR 37 corridor reports. Attachment B includes the SR 37 DAA Scope of Work.

The cost of developing a SR 37 DAA is estimated to be \$800,000 with a 12% local match requirement. MTC agreed to fund the majority of the DAA and requested Sonoma County Transportation Authority (SCTA) and STA provide the local match, estimated to be \$96,000.

The majority of Segment B is located in Solano County (approximately 70% of the corridor between Mare Island and SR 121 is within Solano County and 30% is within Sonoma County). In addition, early traffic analysis indicated that nearly 70% of the Average Annual Daily Traffic originates from Solano County. Therefore, STA staff recommends a 70% contribution towards the DAA local match requirement, estimated to be \$67,200. MTC staff initiated a consultant procurement process for the SR 37 DAA. The procurement schedule is as follows:

Issue Mini-RFQ	September 28, 2016
Deadline for questions/clarifications on RFQ	October 31, 2016, 3:00 PM
Closing date/time for receipt of SOQs	Thursday, November 10, 2016 at 3:00 PM
Interviews, if needed	Week of December 5, 2016
Contract execution	December, 2016

The actual project cost will be determined by the proposals provided by interested consultant firms.

Caltrans Public Outreach Grant

Caltrans District 4 staff has agreed to explore funding for the Public Outreach component for the SR 37 DAA. Public engagement will be crucial to the success of the corridor plan and the focus improvements planned for Segment B. Although ultimate approval will need to come from Caltrans Headquarters, Caltrans District 4 staff has expressed confidence that they can obtain up to \$75,000 from their Planning Public Engagement Contract. The preliminary scope of work for the Public Outreach effort is included in Attachment B. STA staff will continue to work with Caltrans District 4 staff to finalize the Public Outreach scope of work for Caltrans Headquarters approval. A local match is not required at this time. STA staff is recommending the STA Board authorize the Executive Director to develop a final Public Outreach scope of work, in coordination with Caltrans District 4, and to enter a funding agreement to complete this task.

Fiscal Impact:

MTC SR 37 Design Alternative Assessment (DAA)

STA staff is recommending funds for the MTC SR 37 Design Alternative Assessment for an amount not to exceed 70% of the local match requirement, estimated to be \$67,200 from STA gas tax funds. The remainder of the funds will be provided by MTC (\$704,000) and SCTA (\$28,800) for an estimated total project cost of \$800,000 to complete this project. The actual project cost will be determined by the proposals provided by interested consultant firms.

Caltrans Public Outreach Grant

No financial impact to the STA budget. If approved by Caltrans Headquarters, funding proposed for this project will be funded entirely from the Caltrans Planning Public Engagement Contract.

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to enter into a funding agreement with the Metropolitan Transportation Commission and Sonoma County Transportation Authority to develop a Design Alternatives Assessment for the SR 37 corridor with a funding contribution not to exceed 70% of the local match requirement (estimated to be \$67,200); and
2. Authorize the STA Executive Director to enter into a funding agreement with Caltrans to finalize a scope of work and conduct Public Outreach for the SR 37 Design Alternatives Assessment based on the preliminary scope of work included as Attachment B.

Attachments:

- A. SR 37 MOU Request Letter
- B. MTC SR 37 Design Alternative Assessment approval letter
- C. SR 37 Design Alternative Assessment Scope of Work
- D. Preliminary SR 37 Design Alternative Assessment Public Outreach Scope of Work

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STATE ROUTE (SR) 37 POLICY COMMITTEE

July 22, 2016

Via Electronic and US Mail

Steve Heminger, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: SR 37 Project Initiation Document (PID) Funding Request

Dear Mr. Heminger:

We are writing to you on behalf of the State Route 37 (SR 37) Policy Committee to request funding for a Project Initiation Document (PID) for the SR 37 corridor and to partner with us to help evaluate project alternatives and determine the project's scope prior to initiating an environmental document for phased improvements to the SR 37 corridor.

The four North Bay County Transportation Authorities (Napa Valley Transportation Authority, Solano Transportation Authority, Sonoma County Transportation Authority, and Transportation Authority of Marin) have agreed to partner in planning near term and long term solutions for the SR 37 corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities for the purpose of developing an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route. Policy representatives from all four counties have been meeting regularly as part of the SR 37 Policy Committee to begin addressing the SR 37 corridor challenges.

As you are aware, the SR 37 corridor traverses through Solano, Sonoma, and Marin Counties in highly sensitive environmental marshland areas in the northern portion of the San Francisco Bay wetlands. The 21-mile corridor is an important regional connection linking the north, east and west San Francisco Bay sub-regions and traverses through sensitive environmental marshland areas in the northern portion of the San Francisco Bay wetlands. By connecting SR 101 to I-80, SR 37 connects job markets, tourism, recreation and housing within Marin, Sonoma, Napa, and Solano Counties. It also links popular tourism destinations such as the Golden Gate National Recreation Area, Sonoma Raceway and Six Flags Discovery Kingdom. Travelers from San Francisco and Marin counties and the East Bay can use SR 37 to reach destinations in the Napa Valley and Sonoma Valley wine growing regions. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. Also, the highway is a parallel route north of the Richmond-San Rafael Bridge (I-580) and functions as a State Recovery Route.

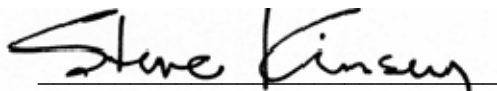
According to the SR 37 Transportation Concept Report prepared by Caltrans District 4, the Average Annual Daily Trips are projected to increase from 45,200 in 2013 to 58,200 by 2040 creating a significant impact to existing congestion and contributing to extended travel times, particularly in the two lanes segment of the corridor. Marin, Sonoma, Napa and Solano counties actively participated in a joint analysis conducted by Caltrans and UC Davis Road Ecology Center identifying the SR 37 corridor's vulnerability to sea level rise (State Route 37 Integrated Traffic Infrastructure and Sea Level Rise Analysis).

Early conclusions have identified portions of SR 37 that will be completely inundated by 2050, as well as increased flooding events along several sections of the corridor. The analysis projects the entire corridor to be inundated as a direct result of sea level rise by 2100. Attachment A provides a more detailed summary of the SR 37 Corridor. Short term congestion forecasts and long term access closures on SR 37 will have severe impacts to the movement of people, goods and services locally and throughout the Bay Region. It will add considerable strain to already congested alternate travel corridors such as SR 12, SR 121, SR 29 and SR 116 to the north and I-580 to the south.


The four North Bay County Transportation Authorities recently included the SR 37 Corridor as part of their respective county transportation project submittals to MTC as part of the Plan Bay Area process, and the Policy Committee has begun to evaluate alternatives for funding improvements to the SR 37 Corridor.

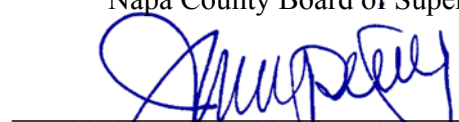
The SR 37 Policy Committee would like to formally request MTC assist in this effort by providing funding for a Project Initiation Document (PID) or Project Study Report equivalent for the SR 37 corridor. In addition, MTC's experience and expertise with toll collecting, financing and operations for both the Bay Area toll bridge program and regional express lanes program would be a valuable addition to our collective efforts to evaluate and advance efforts to improve SR 37. The cost of developing a SR 37 PID is estimated to be \$2 million. Collectively, all four North Bay County Transportation Authorities are prepared to initiate the PID immediately upon receiving funds. If you have any questions, please contact Daryl Halls, STA's Executive Director, at (707) 424-6075. Thank you for your consideration.

Sincerely,


Steve Kinsey, MTC Commissioner
Marin County Board of Supervisors


Mark Luce, MTC Commissioner
Napa County Board of Supervisors


Jake Mackenzie, MTC Commissioner
Councilmember, City of Rohnert Park


Jim Sperring, MTC Commissioner
Solano County Board of Supervisors

Cc: Judy Arnold, Marin County Board of Supervisors
Keith Caldwell, Napa County Board of Supervisors
Osby Davis, Chair and Mayor, City of Vallejo
Leon Garcia, Mayor, City of American Canyon
Susan Gorin, Sonoma County Board of Supervisors
Daryl Halls, Executive Director, Solano Transportation Authority
Erin Hannigan, Solano County Board of Supervisors
Kate Miller, Executive Director, Napa Valley Transportation Authority
Stephanie Moulton-Peters, Councilmember, City of Mill Valley
David Rabbitt, Sonoma County Board of Supervisors
Dianne Steinhauser, Executive Director, Transportation Authority of Marin
Susan Smith, Executive Director, Sonoma County Transportation Authority



Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tim Azimbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Holsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schauf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Marco County

Scott Wiener
San Francisco Mayor's Appointee

Amy Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alex Bockelman
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

September 20, 2016

Steve Kinsey, MTC Commissioner/Marin County Board of Supervisors
Mark Luce, MTC Commissioner/Napa County Board of Supervisor
Jake Mackenzie, MTC Commissioner/Councilmember, City of Rohnert Park
Jim Spering, MTC Commissioner/Solano County Board of Supervisors

c/o

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

RE: SR 37 Design Alternative Assessment

Dear Commissioners:

Thank you for your July 20, 2016 letter requesting MTC's assistance to fund a study of the State Route (SR) 37 corridor. MTC understands the concerns with existing and near-term traffic congestion on the SR 37 corridor, as well as potential long term access closures due to sea level rise inundation in the corridor vicinity.

MTC staff has initiated a joint effort with the four North Bay county transportation authorities – Napa Valley Transportation Authority (NVTA), Solano Transportation Authority (STA), Sonoma County Transportation Authority (SCTA), and Transportation Authority of Marin (TAM) – to conduct a Design Alternative Assessment (DAA) for the SR 37 corridor. The purpose of the DAA is to identify and evaluate a range of operational improvement and sea level rise adaptation strategies, perform appropriate level of detailed analysis and design, and recommend a set of alternatives to be included in the future environmental phase. Attached for your reference is the SR 37 DAA scope of work, which was jointly developed and agreed upon between staff from MTC and the four counties.

MTC will lead the consultant procurement process through our On-Call Transportation Engineering and Planning Services bench and manage the consultant contract for this DAA effort. Our estimated cost for this DAA is about \$800,000 but the final cost will be determined upon completion of the procurement process. This effort will be jointly funded by MTC, STA and SCTA with MTC funding 88 percent of the study costs while

STA/SCTA will be responsible for the remaining 12 percent. A joint funding agreement between us and STA/SCTA will be executed to specify the funding contributions. The outcome of this DAA effort would contain technical information that is equivalent to a Caltrans' Project Study Report (PSR). Should additional funds become available, this project can then advance into future environmental, design and construction phases.

MTC looks forward to working with SR 37 Policy Committee and agency staffs to address sea level rise and relieve congestion on this important North Bay travel corridor. If you have any questions, please contact me at 415.778.5240.

Sincerely,



Andrew B. Fremier

Deputy Executive Director, Operations

cc: Judy Arnold, Keith Caldwell, Osby Davis, Leon Garcia, Susan Gorin, Erin Hannigan, Kate Miller, Stephanie Moulton-Peters, David Rabbitt, Dianne Steinhauser, Suzanne Smith

SH: kc

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Attachment: SR 37 Design Alternative Assessment – Project Background and Scope of Work

Attachment

State Route 37 Design Alternative Assessment

(September 13, 2016)

Project Background

The Metropolitan Transportation Commission (MTC) is working in partnership with the Napa Valley Transportation Authority (NVTa), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM) to plan and expedite the delivery of improvements in the State Route (SR 37) Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities.

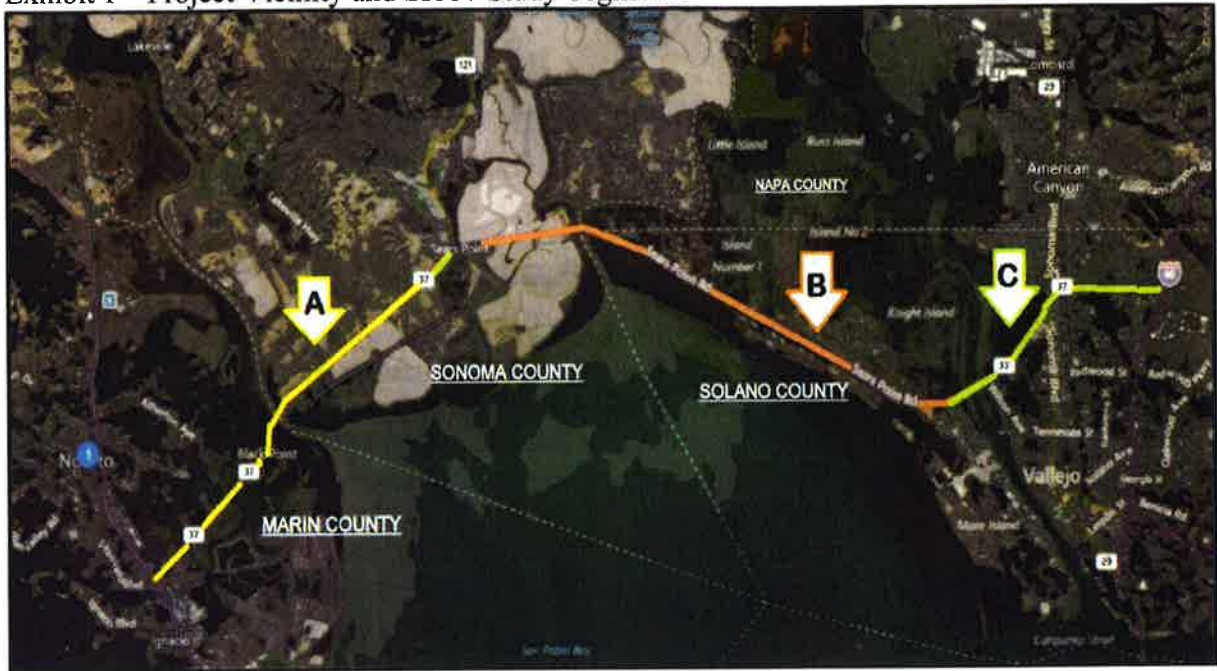
Work on the corridor to date includes an updated Caltrans Transportation Concept Report completed in January 2015, a UC Davis Stewardship Study completed in 2012 and a State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis (Phase 2 of the 2012 Stewardship Study) completed in 2016. In addition, a four county Policy Committee was created by a Memorandum of Understanding (MOU) in December 2015. The Policy Committee has been meeting every other month since it was formed.

Caltrans funded Phase 1 and Phase 2 of a Stewardship Study lead by UC Davis. The study included extensive stakeholder involvement where concept designs and cost estimates have been developed by AECOM. Details of the Stewardship Study and related resources can be downloaded at <http://hwy37.ucdavis.edu/resources>. The Policy Committee, formed by MOU between the four counties, is to guide the intentions and strategies of the parties involved including outlining respective roles, responsibilities and a potential funding strategy for the SR 37 Corridor.

The purpose of this Design Alternative Assessment (DAA) is to evaluate a range of improvement strategies for SR 37 between US 101 and Interstate 80. The outcome of this DAA shall form a set of alternatives to be included in the future Project Approve & Environmental Document (PA&ED) phase of the State Route 37 Project.

Exhibit 1 provides a map of the corridor vicinity, including identification of the three (3) segments along the corridor based on their characteristics.

Exhibit 1 – Project Vicinity and SR 37 Study Segments



Detailed Description of Work

The DAA shall identify and evaluate a range of operational strategies to help improve both regional mobility and impacts due to sea level rise. Evaluations of the different alternatives shall be conducted from congestion relief, system performance, safety, design feasibility, and cost perspectives. Based on available information from recent studies and survey data, Segment B of the corridor between SR 121 in Sonoma County and the Mare Island in Solano County appeared to be the most critical segment due to traffic congestion and vulnerability to sea level rise inundation.

The work is to be done in two phases. The first phase is to complete a high level corridor wide evaluation of when improvements need to be done and what concept level improvements need to be done as a result of inundation due to sea level rise. The corridor wide evaluation will define an approximate timeline for when these series of improvements need to be completed and prioritize the three corridor segments based on expected timeframe of inundation of water. The second Phase will then focus the detailed traffic analysis, design work, and recommendation of alternatives on the priority segment, presumably Segment B.

Corridor Study Limits:

State Route 37 from US 101 to I-80 in three Segments (A, B and C) consistent with UC Davis Study. As part of a corridor study, the traffic analysis shall include portions of the adjacent segments to the priority segment such that the operational effects on the system can be captured fully. Similarly, the design work should include geometric transitions between the proposed alternatives and the adjacent segments, also as part of a corridor study. The DAA effort will focus on the priority segment (presumably Segment B - to be confirmed).

Traffic Analysis Scenarios and Study Time Periods:

- Existing: AM Peak, PM peak and Weekend peak
- Near-Term No Project: AM Peak, PM peak and Weekend peak
- Near-Term With Project Alternatives: AM Peak, PM peak and Weekend peak

Near-Term is defined as the approximate opening year of probable operational improvements.

In addition, a high-level long-term (such as Year 2040) traffic analysis shall be conducted for corridor wide recommended alternatives.

The SR 37 is a key commute corridor during weekdays connecting Solano, Napa, Marin, and Sonoma counties. It is also a heavily used recreational corridor during the weekend. While traffic analysis will be conducted on both weekday and weekend conditions, this DAA would prioritize improvements for weekday commuter needs.

Scope of Work**Task 1. Meetings**

CONSULTANT shall meet regularly with staff from NVTa, SCTA, STA, TAM and MTC who will provide project direction. There will be up to twelve (12) Technical Advisory Committee (TAC) meetings with NVTa, SCTA, STA, TAM, and MTC, including a kick-off meeting. Weekly phone meetings shall be held with the project manager. In addition, CONSULTANT shall recommend a number of focused meetings in order to review key deliverables and make decisions over the course of the assessment. On an as-needed basis, the CONSULTANT may also participate in up to two meetings with Caltrans, and/or the SR 37 Policy Committee, once the draft alternatives are developed.

Task 1 Deliverables

Deliverable 1.1 – 1.12: TAC Meeting Minutes

Deliverable 1.13 and 1.14 (as needed), Meetings with SR 37 Policy Committee, and/or with Caltrans

Task 2. Data Collection and Assessment

CONSULTANT shall collect data and other relevant information as available from recently completed and on-going studies in the project vicinity, including the following:

1. Traffic circulation
2. Hydrological
3. Caltrans Right of Way and Access Control Rights, Railroad Easements, Utility Easements
4. Levee Ownership and maintenance expectations of all levees currently protecting SR 37, either directly or indirectly
5. LiDAR data collected in 2010
6. Existing Wetland boundaries

In addition, MTC will provide INRIX speed and travel time data. The CONSULTANT shall seek out other traffic data sources include PeMS and Caltrans census counts.

The CONSULTANT shall assess the available data and determine the need to collect supplemental traffic data.

Supplemental traffic data collection may include:

- A. Mainline counts along SR 37
- B. Floating car survey on SR 37
- C. Intersection turning movement counts at the SR 37 and SR 121 intersection, SR 37 and Lakeville Highway intersection, and at the Mare Island interchange
- D. Vehicle occupancy counts on SR 37 (expected to be provided by MTC)
- E. Origin-destination data (expected to be provided by MTC)

Near-term and long-term traffic forecast shall be obtained from the Napa-Solano Activity-Based Model, and checked with MTC's Travel Model One for reasonableness. Model files will be provided to the CONSULTANT, which will be used to develop traffic forecast under Task 5.

In addition, the CONSULTANT shall conduct a limited number of ground surveys at key locations (assume up to 5 locations) to confirm levee and/or dam elevations, in relation to the LiDAR survey results. This work will include contacting property owners to obtain rights of entry for survey work as needed. At locations where LiDAR results are found in error, top of levee profiles will be required. Additional information related to the available Lidar survey can be found using the following web links:

<http://sonomavegmap.org/>

https://coast.noaa.gov/dataservices/Metadata/TransformMetadata?u=https://coast.noaa.gov/data/Documents/Metadata/Lidar/harvest/sfbay2010_m584_metadata.xml&f=html#Data_Quality_Information

Task 2 Deliverables

Deliverable 2A: Traffic Data Assessment Memo

Deliverable 2B: Assessment of Hydrological Analysis for Sea Level Rise and 100-year Storm Event

Deliverable 2C: Identification and Mapping of Caltrans Right of Way with Current Roadway

Deliverable 2D: Levee Ownership Survey

Deliverable 2E: Existing SR 37 Roadway and Surrounding Levee Elevation Mapping Based on Available LiDAR Data

Deliverable 2F: Assessment of Preliminary Wetland boundary Survey

Deliverable 2G: Assessment of Preliminary Environmental Resource/Constraint Map (identification of wetlands, endangered plants and species) within the potential limits of corridor improvements

Deliverable 2H: Supplemental Traffic Data

Deliverable 2I: Supplemental Ground Survey Data

Task 3. Development of SR 37 Corridor Plan and Confirm Priority Segment

Based on an analysis of all data available under Task 2, the CONSULTANT shall develop a high level assessment of the corridor (to be called the SR 37 Corridor Plan) between I-80 to US 101.

This Corridor Plan is intended to set forth the corridor wide approach for what and when improvements are needed to be completed along the corridor due to sea level rise inundation. A key outcome of the Corridor Plan is the identification of a priority segment, or portions of a segment, where additional detailed analysis and design will be performed under Task 4 and Task 5. Note that the 2016 UC Davis State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis identified Segment B as the initial priority because it was the most vulnerable to sea level rise impacts. However, the UC Davis analysis acknowledged potential errors with LiDAR data and lack of levee ownership and maintenance along the corridor. This task will confirm that finding. Operationally, Segment B has a two-lane cross-section and is one of the primary causes of traffic congestion along the corridor, while both Segments A and C have a 4-lane cross-section. This task will also confirm that finding.

Following the identification of the priority segment, the CONSULTANT shall also identify potential concept level improvements that may be needed for the remaining segments (or portions of the segments) within the corridor – presumably Segment A and Segment C – taking into consideration areas that are most vulnerable to sea level rise, when sea level rise impacts would occur, and when the improvement will need to be in place. The CONSULTANT shall identify project improvements, costs, and likely delivery schedule.

The CONSULTANT shall also conduct a qualitative assessment of a “No Project” scenario reflecting if and when the SR 37 corridor becomes inundated and has to be closed. The CONSULTANT shall assess the impact of the road closure to adjacent east-west routes, detailing their characteristics and the potential for them to accommodate SR 37 traffic. The 100-year storm events, sea level rise projected elevations as recommended by the San Francisco Bay Conservation and Development Commission (BCDC) will also be considered in this assessment.

Task 3 Deliverables

Deliverable 3A: Draft SR 37 Corridor Plan

Deliverable 3B: Final SR 37 Corridor Plan

[Note: Task 4 and 5 shall proceed concurrently in a coordinated fashion.]

Task 4. Alternative Development for the Priority Segment

The CONSULTANT shall identify improvement strategy concepts to the priority segment and perform detailed design and analysis. Concepts of improvement strategies to be considered include the following, but are not limited to:

- Near-term operational improvement: Add a third median lane in Segment B as a contra-flow lane, and/or contra-flow express lane in the peak direction of travel, via movable or fixed barriers, at existing roadway elevation
- Add a third median lane in Segment B as a contra-flow lane, and/or contra-flow express lane in the peak direction of travel, via movable or fixed barriers
- 4-lane Segment B, considering no net wetland fill
- Express bus service
- Commuter parking opportunities
- Shoulder running lane opportunities
- Interchange/intersection reconfiguration alternatives at 37/121 and 37/Mare Island
- Corridor bicycle facilities

Several options have been considered so far for raising the roadway in order to address sea level rise, including berm/embankment, box girder causeway, and slab bridge causeway.

The DAA shall assess the value of different alternatives from congestion relief, system performance, safety, design feasibility, sea level rise adaptation, environmental feasibility (wet land, tidal marsh, natural habitat, etc.), and preliminary cost estimates. For example, it should take into account potential CEQA impacts such as to birds/other species and wetlands and permitting requirements, as well as potential traffic impact at key intersections such as SR 37/101 interchange.

The alternative development process shall also accomplish the following:

- Maintaining the existing rail line, with consideration of not precluding future rail line improvements due to Sea Level Rise
- Preliminary analysis of a zero net wetland impact due to improvements, or strategy on wetlands impact approvals by the BCDC, the Water Board and Army Corps.
- Impacts to adjacent lands (flooding) if the existing Segment B levee is partially removed as part of the Project.

Task 4 Deliverables

Deliverable 4A: Draft Priority Segment Alternative Development Memo

Deliverable 4B: Final Priority Segment Alternative Development Memo

Task 5. Traffic Forecast and Operations Analysis

Based on a 12-month schedule assumption, CONSULTANT shall propose appropriate traffic operations analysis tool(s) for the study.

Near-Term Conditions:

For all project alternatives to be developed as part of Task 4, the CONSULTANT shall apply a growth rate to develop traffic forecasts for the study corridor and conduct traffic operations analysis. Results of the near-term conditions analysis will be used to inform project alternative recommendations.

Long-Term Conditions:

Following the identification of a short-list of recommended alternatives to advance into further project development, the CONSULTANT shall develop long-term traffic forecast (such as Year 2040), and conduct a high-level traffic analysis. Results of the long-term conditions analysis would be used to inform the useful life of recommended alternatives.

Task 5 Deliverables

Deliverable 5A: Draft Traffic Forecast and Operations Analysis Memo

Deliverable 5B: Final Traffic Forecast and Operations Analysis Memo

Deliverable 5C: Traffic Operations Analysis Input and Output Files

Task 6. Design Alternative Assessment Documentation

A draft DAA technical memorandum shall be prepared for stakeholder review. The memo shall document the results of Tasks 2 to 5, including an executive summary, assumptions, alternative development and screening process, analysis methods, performance measures, and 6-Page cost estimates. In addition, the appropriate phasing of recommended design concepts, and packaging of the individual elements where appropriate, shall be included in the memo. The DAA documentation shall also include a Purpose and Need statement for the priority project. A final DAA memo addressing all written comments shall be prepared.

Task 6 Deliverables

Deliverable 6A: Draft Design Alternatives Assessment Technical Memo

Deliverable 6B: Final Design Alternatives Assessment Technical Memo

Draft Task Order Schedule

<u>Deliverables</u>	<u>Due Date *</u>
Deliverable 1.1 – 1.14: Meeting Minutes	TBD
Deliverables 2A – 2I: Data Collection and Assessment	February 2017
Deliverable 3A – 3B: SR 37 Corridor Plan	May 2017
Deliverable 4A – 4B: Alternative Development for Priority Segment	August 2017
Deliverable 5A – 5C: Traffic Forecast and Operations Analysis	September 2017
Deliverable 6A – 6B: Design Alternative Assessment Documentation	November 2017

* Assume notice to proceed by December 2016. Assume Task 5 can proceed concurrently with Tasks 3 and 4.

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STATE ROUTE (SR) 37 POLICY COMMITTEE

July 20, 2016

Via Electronic and US Mail

Steve Heminger, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: SR 37 Project Initiation Document (PID) Funding Request

Dear Mr. Heminger:

We are writing to you on behalf of the State Route 37 (SR 37) Policy Committee to request funding for a Project Initiation Document (PID) for the SR 37 corridor and to partner with us to help evaluate project alternatives and determine the project's scope prior to initiating an environmental document for phased improvements to the SR 37 corridor.

The four North Bay County Transportation Authorities (Napa Valley Transportation Authority, Solano Transportation Authority, Sonoma County Transportation Authority, and Transportation Authority of Marin) have agreed to partner in planning near term and long term solutions for the SR 37 corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities for the purpose of developing an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route. Policy representatives from all four counties have been meeting regularly as part of the SR 37 Policy Committee to begin addressing the SR 37 corridor challenges.

As you are aware, the SR 37 corridor traverses through Solano, Sonoma, and Marin Counties in highly sensitive environmental marshland areas in the northern portion of the San Francisco Bay wetlands. The 21-mile corridor is an important regional connection linking the north, east and west San Francisco Bay sub-regions and traverses through sensitive environmental marshland areas in the northern portion of the San Francisco Bay wetlands. By connecting SR 101 to I-80, SR 37 connects job markets, tourism, recreation and housing within Marin, Sonoma, Napa, and Solano Counties. It also links popular tourism destinations such as the Golden Gate National Recreation Area, Sonoma Raceway and Six Flags Discovery Kingdom. Travelers from San Francisco and Marin counties and the East Bay can use SR 37 to reach destinations in the Napa Valley and Sonoma Valley wine growing regions. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. Also, the highway is a parallel route north of the Richmond-San Rafael Bridge (I-580) and functions as a State Recovery Route.

According to the SR 37 Transportation Concept Report prepared by Caltrans District 4, the Average Annual Daily Trips are projected to increase from 45,200 in 2013 to 58,200 by 2040 creating a significant impact to existing congestion and contributing to extended travel times, particularly in the two lanes segment of the corridor. Marin, Sonoma, Napa and Solano counties actively participated in a joint analysis conducted by Caltrans and UC Davis Road Ecology Center identifying the SR 37 corridor's vulnerability to sea level rise (State Route 37 Integrated Traffic Infrastructure and Sea Level Rise Analysis).

Early conclusions have identified portions of SR 37 that will be completely inundated by 2050, as well as increased flooding events along several sections of the corridor. The analysis projects the entire corridor to be inundated as a direct result of sea level rise by 2100. Attachment A provides a more detailed summary of the SR 37 Corridor. Short term congestion forecasts and long term access closures on SR 37 will have severe impacts to the movement of people, goods and services locally and throughout the Bay Region. It will add considerable strain to already congested alternate travel corridors such as SR 12, SR 121, SR 29 and SR 116 to the north and I-580 to the south.

The four North Bay County Transportation Authorities recently included the SR 37 Corridor as part of their respective county transportation project submittals to MTC as part of the Plan Bay Area process, and the Policy Committee has begun to evaluate alternatives for funding improvements to the SR 37 Corridor.

The SR 37 Policy Committee would like to formally request MTC assist in this effort by providing funding for a Project Initiation Document (PID) or Project Study Report equivalent for the SR 37 corridor. In addition, MTC's experience and expertise with toll collecting, financing and operations for both the Bay Area toll bridge program and regional express lanes program would be a valuable addition to our collective efforts to evaluate and advance efforts to improve SR 37. The cost of developing a SR 37 PID is estimated to be \$2 million. Collectively, all four North Bay County Transportation Authorities are prepared to initiate the PID immediately upon receiving funds. If you have any questions, please contact Daryl Halls, STA's Executive Director, at (707) 424-6075. Thank you for your consideration.

Sincerely,



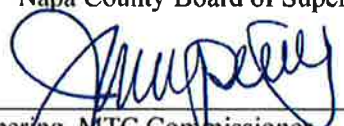
Steve Kinsey, MTC Commissioner
Marin County Board of Supervisors



Mark Luce, MTC Commissioner
Napa County Board of Supervisors



Jake Mackenzie, MTC Commissioner
Councilmember, City of Rohnert Park



Jim Sperling, MTC Commissioner
Solano County Board of Supervisors

Cc: Judy Arnold, Marin County Board of Supervisors
Keith Caldwell, Napa County Board of Supervisors
Osby Davis, Chair and Mayor, City of Vallejo
Leon Garcia, Mayor, City of American Canyon
Susan Gorin, Sonoma County Board of Supervisors
Daryl Halls, Executive Director, Solano Transportation Authority
Erin Hannigan, Solano County Board of Supervisors
Kate Miller, Executive Director, Napa Valley Transportation Authority
Stephanie Moulton-Peters, Councilmember, City of Mill Valley
David Rabbitt, Sonoma County Board of Supervisors
Dianne Steinhauser, Executive Director, Transportation Authority of Marin
Susan Smith, Executive Director, Sonoma County Transportation Authority

ATTACHMENT A**SR 37 Design Alternative Assessment – Detailed Description of Work**

The DAA shall identify and evaluate a range of operational strategies to help improve both regional mobility and impacts due to sea level rise. Evaluations of the different alternatives shall be conducted from congestion relief, system performance, safety, design feasibility, and cost perspectives. Based on available information from recent studies and survey data, Segment B of the corridor between SR 121 in Sonoma County and the Mare Island in Solano County appeared to be the most critical segment due to traffic congestion and vulnerability to sea level rise inundation.

The work is to be done in two phases. The first phase is to complete a high level corridor wide evaluation of when improvements need to be done and what concept level improvements need to be done as a result of inundation due to sea level rise. The corridor wide evaluation will define an approximate timeline for when these series of improvements need to be completed and prioritize the three corridor segments based on expected timeframe of inundation of water. The second Phase will then focus the detailed traffic analysis, design work, and recommendation of alternatives on the priority segment, presumably Segment B.

Exhibit 1 provides a map of the corridor vicinity, including identification of the three (3) segments along the corridor based on their characteristics.

Exhibit 1 – Project Vicinity and SR 37 Study Segments



Corridor Study Limits:

State Route 37 from US 101 to I-80 in three Segments (A, B and C) consistent with UC Davis Study. As part of a corridor study, the traffic analysis shall include portions of the adjacent segments to the priority segment such that the operational effects on the system can be captured fully. Similarly, the design work should include geometric transitions between the proposed alternatives and the adjacent segments, also as part of a corridor study. The DAA effort will focus on the priority segment (presumably Segment B - to be confirmed).

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- Existing: AM Peak, PM peak and Weekend peak
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Near-Term is defined as the approximate opening year of probable operational improvements.

In addition, a high-level long-term (such as Year 2040) traffic analysis shall be conducted for corridor wide recommended alternatives.

The SR 37 is a key commute corridor during weekdays connecting Solano, Napa, Marin, and Sonoma counties. It is also a heavily used recreational corridor during the weekend. While traffic analysis will be conducted on both weekday and weekend conditions, this DAA would prioritize improvements for weekday commuter needs.

Scope of Work**Task 1. Meetings**

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Task 1 Deliverables

Deliverable 1.1 – 1.12: TAC Meeting Minutes

Deliverable 1.13 and 1.14 (as needed), Meetings with SR 37 Policy Committee, and/or with Caltrans

Task 2. Data Collection and Assessment

CONSULTANT shall collect data and other relevant information as available from recently completed and on-going studies in the project vicinity, including the following:

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2. Hydrological
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4. Levee Ownership and maintenance expectations of all levees currently protecting SR 37, either directly or indirectly
5. LiDAR data collected in 2010
6. Existing Wetland boundaries

In addition, MTC will provide INRIX speed and travel time data. CONSULTANT shall seek out other traffic data sources include PeMS and Caltrans census counts.

CONSULTANT shall assess the available data and determine the need to collect supplemental traffic data.

Supplemental traffic data collection may include:

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- B. Floating car survey on SR 37
- C. Intersection turning movement counts at the SR 37 and SR 121 intersection, SR 37 and Lakeville Highway intersection, and at the Mare Island interchange
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In addition, CONSULTANT shall conduct a limited number of ground surveys at key locations (assume up to 5 locations) to confirm levee and/or dam elevations, in relation to the LiDAR survey results. This work will include contacting property owners to obtain rights of entry for survey work as needed. At locations where LiDAR results are found in error, top of levee profiles will be required. Additional information related to the available Lidar survey can be found using the following web links:

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Task 2 Deliverables

Deliverable 2A: Traffic Data Assessment Memo

Deliverable 2B: Assessment of Hydrological Analysis for Sea Level Rise and 100-year Storm Event

Deliverable 2C: Identification and Mapping of Caltrans Right of Way with Current Roadway

Deliverable 2D: Levee Ownership Survey

Deliverable 2E: Existing SR 37 Roadway and Surrounding Levee Elevation Mapping Based on Available LiDAR Data

Deliverable 2F: Assessment of Preliminary Wetland boundary Survey
Deliverable 2G: Assessment of Preliminary Environmental Resource/Constraint Map
(identification of wetlands, endangered plants and species) within the potential limits of corridor improvements
Deliverable 2H: Supplemental Traffic Data
Deliverable 2I: Supplemental Ground Survey Data

Task 3. Development of SR 37 Corridor Plan and Confirm Priority Segment

Based on an analysis of all data available under Task 2, CONSULTANT shall develop a high level assessment of the corridor (to be called the SR 37 Corridor Plan) between I-80 to US 101. This Corridor Plan is intended to set forth the corridor wide approach for what and when improvements are needed to be completed along the corridor due to sea level rise inundation. A key outcome of the Corridor Plan is the identification of a priority segment, or portions of a segment, where additional detailed analysis and design will be performed under Task 4 and Task 5. Note that the 2016 UC Davis State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis identified Segment B as the initial priority because it was the most vulnerable to sea level rise impacts. However, the UC Davis analysis acknowledged potential errors with LiDAR data and lack of levee ownership and maintenance along the corridor. This task will confirm that finding. Operationally, Segment B has a two-lane cross-section and is one of the primary causes of traffic congestion along the corridor, while both Segments A and C have a 4-lane cross-section. This task will also confirm that finding.

Following the identification of the priority segment, CONSULTANT shall also identify potential concept level improvements that may be needed for the remaining segments (or portions of the segments) within the corridor – presumably Segment A and Segment C – taking into consideration areas that are most vulnerable to sea level rise, when sea level rise impacts would occur, and when the improvement will need to be in place. CONSULTANT shall identify project improvements, costs, and likely delivery schedule.

CONSULTANT shall also conduct a qualitative assessment of a “No Project” scenario reflecting if and when the SR 37 corridor becomes inundated and has to be closed. CONSULTANT shall assess the impact of the road closure to adjacent east-west routes, detailing their characteristics and the potential for them to accommodate SR 37 traffic. The 100-year storm events, sea level rise projected elevations as recommended by the San Francisco Bay Conservation and Development Commission (BCDC) will also be considered in this assessment.

Task 3 Deliverables

Deliverable 3A: Draft SR 37 Corridor Plan
Deliverable 3B: Final SR 37 Corridor Plan

[Note: Task 4 and 5 shall proceed concurrently in a coordinated fashion.]

Task 4. Alternative Development for the Priority Segment

CONSULTANT shall identify improvement strategy concepts to the priority segment and perform detailed design and analysis. Concepts of improvement strategies to be considered include the following, but are not limited to:

- Near-term operational improvement: Add a third median lane in Segment B as a contra-flow lane, and/or contra-flow express lane in the peak direction of travel, via movable or fixed barriers, at existing roadway elevation
- Add a third median lane in Segment B as a contra-flow lane, and/or contra-flow express lane in the peak direction of travel, via movable or fixed barriers
- 4-lane Segment B, considering no net wetland fill
- Express bus service
- Commuter parking opportunities
- Shoulder running lane opportunities
- Interchange/intersection reconfiguration alternatives at 37/121 and 37/Mare Island
- Corridor bicycle facilities

Several options have been considered so far for raising the roadway in order to address sea level rise, including berm/embankment, box girder causeway, and slab bridge causeway.

The DAA shall assess the value of different alternatives from congestion relief, system performance, safety, design feasibility, sea level rise adaptation, environmental feasibility (wet land, tidal marsh, natural habitat, etc.), and preliminary cost estimates. For example, it should take into account potential CEQA impacts such as to birds/other species and wetlands and permitting requirements, as well as potential traffic impact at key intersections such as SR 37/101 interchange.

The alternative development process shall also accomplish the following:

- Maintaining the existing rail line, with consideration of not precluding future rail line improvements due to Sea Level Rise
- Preliminary analysis of a zero net wetland impact due to improvements, or strategy on wetlands impact approvals by the BCDC, the Water Board and Army Corps.
- Impacts to adjacent lands (flooding) if the existing Segment B levee is partially removed as part of the Project.

Task 4 Deliverables

Deliverable 4A: Draft Priority Segment Alternative Development Memo

Deliverable 4B: Final Priority Segment Alternative Development Memo

Task 5. Traffic Forecast and Operations Analysis

Based on a 12-month schedule assumption, CONSULTANT shall propose appropriate traffic operations analysis tool(s) for the study.

Near-Term Conditions:

For all project alternatives to be developed as part of Task 4, CONSULTANT shall apply a growth rate to develop traffic forecasts for the study corridor and conduct traffic operations

analysis. Results of the near-term conditions analysis will be used to inform project alternative recommendations.

Long-Term Conditions:

Following the identification of a short-list of recommended alternatives to advance into further project development, CONSULTANT shall develop long-term traffic forecast (such as Year 2040), and conduct a high-level traffic analysis. Results of the long-term conditions analysis would be used to inform the useful life of recommended alternatives.

Task 5 Deliverables

Deliverable 5A: Draft Traffic Forecast and Operations Analysis Memo

Deliverable 5B: Final Traffic Forecast and Operations Analysis Memo

Deliverable 5C: Traffic Operations Analysis Input and Output Files

Task 6. Design Alternative Assessment Documentation

A draft DAA technical memorandum shall be prepared for stakeholder review. The memo shall document the results of Tasks 2 to 5, including an executive summary, assumptions, alternative development and screening process, analysis methods, performance measures, and 6-Page cost estimates. In addition, the appropriate phasing of recommended design concepts, and packaging of the individual elements where appropriate, shall be included in the memo. The DAA documentation shall also include a Purpose and Need statement for the priority project. A final DAA memo addressing all written comments shall be prepared.

Task 6 Deliverables

Deliverable 6A: Draft Design Alternatives Assessment Technical Memo

Deliverable 6B: Final Design Alternatives Assessment Technical Memo

Draft Task Order Schedule

<u>Deliverables</u>	<u>Due Date *</u>
Deliverable 1.1 – 1.14: Meeting Minutes	TBD
Deliverables 2A – 2I: Data Collection and Assessment	February 2017
Deliverable 3A – 3B: SR 37 Corridor Plan	May 2017
Deliverable 4A – 4B: Alternative Development for Priority Segment	August 2017
Deliverable 5A – 5C: Traffic Forecast and Operations Analysis	September 2017
Deliverable 6A – 6B: Design Alternative Assessment Documentation	November 2017

* Assume notice to proceed by December 2016. Assume Task 5 can proceed concurrently with Tasks 3 and 4.

Preliminary SR 37 Design Alternative Assessment Public Outreach Scope of Work

Grant Category Submittal: Planning Public Engagement Contract

Project: SR37 Design Alternative Assessment (DAA) Public Outreach

Project Scope Area: SR 37 Corridor from I-80 (Solano County) to Hwy 101 (Sonoma County)

Grant Request: \$75,000

Local Match Requirement: None

Applicant: Caltrans District 4 and Solano Transportation Authority (STA)

Co Sponsors: 1) Napa County Transportation Planning Agency (NCTPA)

2) Sonoma County Transportation Authority (SCTA)

3) Transportation Authority of Marin (TAM)

OVERALL PROJECT OBJECTIVES:

- Engage public and stakeholders in the preliminary design and vision (which includes a purpose and need statement) for the SR 37 corridor.
- Engage the public on multimodal options, such as transit, rail, ferry and commute alternatives.
- Engage public and stakeholders in design alternatives, concepts and cost estimates, including a no-build alternative for Segment B (SR 37 corridor between Mare Island and SR 121).
- Engage the public on potential financing options for corridor design alternatives.

Scope of Work

Task 1.1 Develop Community Outreach Database

- Through the Napa, Sonoma, Marin, Solano CMA partnership, obtain names and address of interested public members and stakeholders for future public input meeting advertisements, mail outs and e-mails.
- Database to include disadvantaged and community based organization participants from each agency's Paratransit Coordinating Council (PCC) and Senior and Disabled Advisory Committees or their equivalent. These committees or their equivalent include citizen participants as well as staff that focus on transit and mobility needs for seniors as well as disadvantaged and community based organizations. These committees advise each CMA on transportation policy and funding decisions.

Responsible Party: SR 37 Project Leadership Team (PLT) and selected Consultant

Task 1.2 Develop Social Media Presence for Community Participation

- Develop an internet web based profile that each agency can link to for up-to-date current project development information and opportunities for community input meetings.
- Potentially includes, but not limited, to a public assessable web site, Facebook page, and twitter profile. Selected consultant and CMA partnership will jointly negotiate on best practices for social media outreach.
- Maintain website and actively provide up-to-date information on social media with contact information for questions and comments from the community.

Responsible Party: STA and selected Consultant

Task 1.3. Press Release/Newspaper advertisements

- Ensure all press releases of community input workshops are distributed to all local newspaper publications in Sonoma, Napa, Marin and Solano counties. Include contact information for questions and comments from the community.

Responsible Party: STA and selected Consultant

Task 1.4 Public Meeting #1: Plan Development Kickoff Community Workshops

- Schedule and advertise a community workshop/kickoff event to provide an initial opportunity for public comments at four locations: one community workshop in Solano County, one community workshop in Sonoma County, one community workshop in Napa County and one community workshop in Marin County.
- Focus for the meeting is to present a draft SR 37 Existing Conditions Report and obtain community input on the report.
- Present SR 37 Corridor Vision for community input.
- Discuss scope of the planning document and potential outcomes.
- Selected consultant and CMA partners will request new names to be included in the SR 37 Community Outreach Database for subsequent community outreach events.
- Meetings outreach process and input received will be documented. In addition, photos of the event will be obtained.

Responsible Party: SR 37 PLT and selected Consultant

Task 1.5 Public Meeting # 2: Plan Status Community Workshops

- Schedule and advertise a 2nd community workshop/kick off meeting at the same locations to provide an opportunity for public comment focusing on the status of the Plan development and work products as the SR 37 Design Alternative Assessment continues to develop.

Responsible Party: SR 37 PLT and selected Consultant

Task 2.6 Public Meeting #3: Draft Plan Community Workshop

- Schedule and advertise a 3rd community workshop/kick off meeting at the same locations to provide an opportunity for public comment on the draft Plan before the plan is finalized.

Responsible Party: SR 37 PLT and selected Consultant

Task	Deliverable
1.1	<i>Community Outreach Database</i>
1.2	<i>Community access to social media links such as internet web sites, Facebook and twitter</i>
1.2	<i>Press releases for local newspaper publications</i>
1.3	<i>Meeting agenda, presentation materials and community input minutes of the Plan Development Kickoff Community Workshops</i>
1.4	<i>Meeting agenda, presentation materials and community input minutes of the Plan Status Community Workshops</i>
1.5	<i>Meeting agenda, presentation materials and community input minutes of the Draft Plan Community Workshops</i>

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DATE: September 29, 2015
TO: STA Board
FROM: Robert Guerrero, Senior Project Manager
RE: Regional Transportation Impact Fee (RTIF) 3rd Annual Report

Background:

The STA and the County of Solano coordinate on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The Solano County Board of Supervisors agreed to include a \$1,500 per dwelling unit equivalent for the RTIF as part of the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014. Each of the seven cities and the County participate in the selection of RTIF projects through seven RTIF Working Groups.

The STA is responsible for administering the RTIF Program and is required to provide an RTIF annual report to the Solano County Board of Supervisors. The annual report includes status updates on the RTIF financials and the status of the approved projects funded by the RTIF. The STA submits the RTIF Annual Report before November 1st in order to be included in the County's PFF Annual Report. This year marks the 2nd RTIF Annual Report provided by the STA.

Discussion:

RTIF Annual Report for FY 2015-16

The RTIF Annual Report for Fiscal Year (FY) 2015-16 is included as Attachment A to this report. In summary, a total of \$1,285,925 was collected for eligible RTIF projects in FY 2015-16 with a total of \$3,109,866 collected since the program began in 2014.

The majority of development and building activities continued to occur within District 1 (Jepson Corridor) and District 4 (Central County), as projected. The cities of Fairfield, Vacaville and the portions of unincorporated County of Solano are included within these Districts. District 2 (SR 12 Corridor) also had a relatively active year with RTIF collected from building and construction activities within the Fairfield's Solano Business Park and Suisun City. RTIF collection details for FY 2015-16 by quarter is included as Exhibit C of the RTIF Annual Report. It also includes carry over funds from the previous year to illustrate how much was collected in the past for a complete picture of how much funding is currently available for RTIF eligible projects.

Five out of the seven RTIF Working Groups are advancing projects and have received RTIF allocations for accrued expenditures from FY 2015-16. These include the following projects:

- Working Group 1: Jepson Parkway Project – Right of Way Phases completed for phases in Fairfield and Vacaville and construction scheduled to begin in FY 2016-17.
- Working Group 2: SR 12/Church Road Intersection – environmental phase nearing completion
- Working Group 3: SR37/Redwood St/Fairground Dr. – environmentally cleared and preparing for design work subject to full funding availability

- Working Group 4: Green Valley Overcrossing- Under Construction
- Working Group 6: Benicia Industrial Park Transit Hub – Under ConstructionCurrently, 91% (\$2.759 million) of the total RTIF funds (\$3.402 million) collected through FY 2015-16 have been allocated by the STA Board for RTIF eligible projects.

RTIF Working Group Districts 5 and 7 Funding Allocation

Work Groups 5 and 7 have recently selected RTIF eligible projects to move forward and implement in FY 16-17.

The City of Dixon and the County of Solano are included in Working Group District 5. An estimated amount of \$197,946 was collected through the 4th Quarter of FY 2015-16. Both agencies agreed to apply the funding as a local match toward Highway Safety Improvement Program (HSIP) grant projects at the intersections of Midway Rd/Porter Rd, Pitt School Rd/Porter Rd, Midway Rd/Pitt School Rd and Midway Rd/Pedrick Rd. The projects include safety enhancements such as edge widening narrow intersection interfaces, advance warning audial strips, flashing advance signage, sign “tunneling”, and other traffic calming measures. The RTIF will be utilized as part of the design and construction phases of the project.

The County of Solano is the sole agency included in Working Group District 7. An estimated amount of \$152,144 was collected through the 4th Quarter of FY 2015-16. The County plans to utilize the RTIF to assist in funding construct transportation safety improvements such as shoulder widening and striping on the following roads and amounts:

1. Cordelia Road (\$10k)
2. Mankas Corner Road (\$10k)
3. Pleasants Valley Road (\$132k)
4. Rockville Road (\$10k)

STA staff is seeking Board approval to enter into funding agreements with the City of Dixon and the County of Solano to implement their RTIF projects at this time.

The STA TAC reviewed this item at their September 28, 2016 meeting and unanimously approved STA staff’s recommendation.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Approve the following:

1. Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2015-16 for submittal to the Solano County Board of Supervisors;
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Dixon and the County of Solano for an amount not to exceed all RTIF revenue collected through FY 15-16 to implement four eligible RTIF projects for RTIF Working Group District 5 as specified in Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with County of Solano for an amount not to exceed all RTIF revenue collected through FY 2015-16 to implement four eligible RTIF projects for RTIF Working Group District 7 as specified in Attachment C.

Attachments:

- A. Solano County Regional Transportation Impact Fee Annual Report for FY 2015-16
- B. Working Group District 5 Regional Transportation Impact Fee (RTIF) Selected Projects

C. Working Group District 7 Regional Transportation Impact Fee (RTIF) Selected Projects

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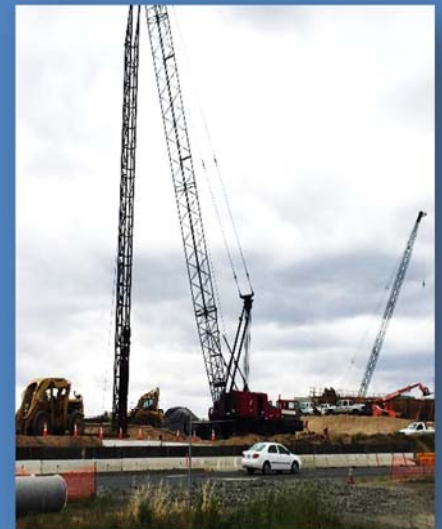
Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

Draft Annual Report

For Fiscal Year 2015-16

September 19, 2016



Solano County Regional Transportation Impact Fee (RTIF)
(A Component of the Solano County Public Facility Fee)
Annual Report for Fiscal Year 2015-16

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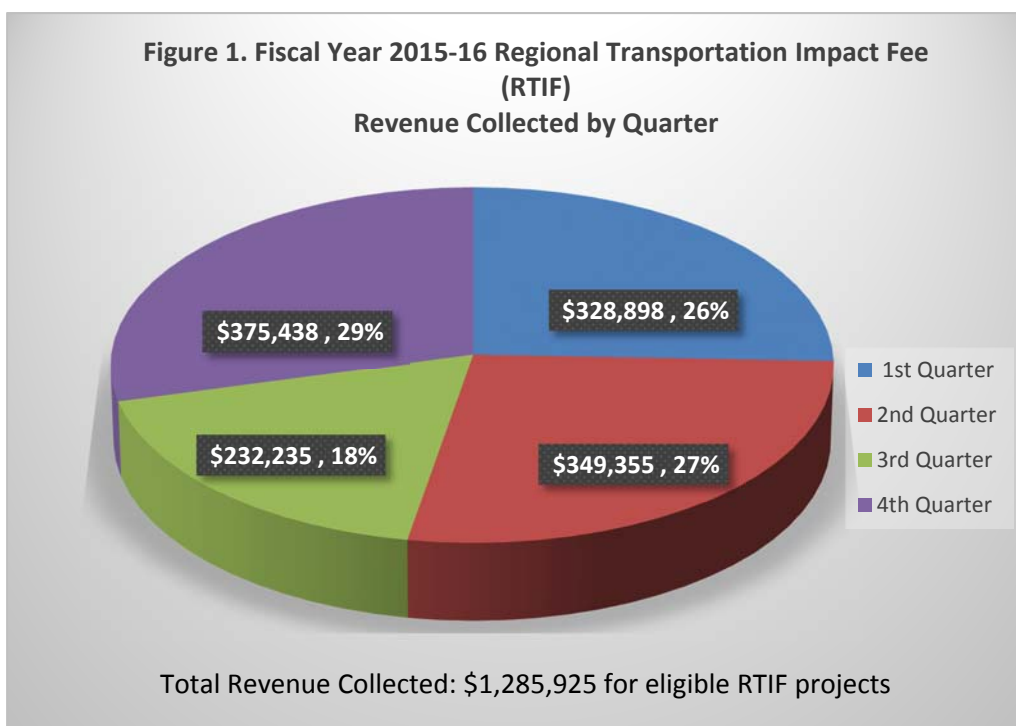
Introduction

On December 3, 2013, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a request by the STA Board of Directors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study. As a result, the County of Solano then began collecting the RTIF on February 3, 2013 based on the approved fee schedule included in Exhibit A on page 4.

FY 2015-16 RTIF Revenue

In summary, a total of \$1,285,925 was collected for eligible RTIF projects in FY 2015-16 (after accounting for STA's two percent administrative fee). The RTIF revenue is slightly less in comparison to last fiscal year which had \$1.374 million collected.

Figure 1 below illustrates the RTIF revenue collection by quarter for FY 2015-16.



The majority of fees were collected in the 2nd and 4th quarter of FY 2015-16 with an average collection of \$321,481 per quarter. This is indicative of steady building and development activities countywide during FY 2015-16.

RTIF Revenue and Working Group Districts

For RTIF revenue disbursements, the county is divided into five RTIF districts, with a Working Group identified for each district. Exhibit B on page 5 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible transit facility projects (Transit Working Group) and unincorporated road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group. Table 1 below provides a summary of the total RTIF collected for each Working Group District. Exhibit C on page 6 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

Table 1. Total RTIF Revenue by Working Group District

	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)
FY13-14 and FY 14-15 Revenue Carryover	\$867,075.27	\$44,244.81	\$41,514.86	\$475,700.95	\$152,733.62	\$87,848.25	\$87,848.25
FY 15-16 Total	\$707,075.58	\$97,956.22	\$25,461.82	\$281,627.50	\$45,212.56	\$64,296.26	\$64,296.26
RTIF Total	\$1,574,150.85	\$142,200.03	\$66,975.68	\$757,328.44	\$197,946.18	\$152,144.51	\$152,144.51

The top two Districts with the majority of development and building activities are within District 1 (Jepson Corridor) and District 4 (Central County). The cities of Fairfield, Vacaville and the portions unincorporated County of Solano are included within these Districts. District 2 (SR 12 Corridor) also had a relatively active year with RTIF collected from building and construction activities within the Fairfield's Solano Business Park and Suisun City. Figure 2 below illustrates the Working Group Districts' RTIF collections by quarter over FY 2015-16. It also includes carry over funds from the previous year to illustrate how much was collected in the past for a complete picture of how much funding is currently available for RTIF eligible projects.

RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works staff from the local agencies located in that district. The Transit Working Group is comprised of transit staff. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District's project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience

implementation issues. The RTIF Implementation Policy Guidelines provide additional details regarding the role of the Working Groups and the general administration of the program.

The STA Board has authorized funding disbursements to five or the seven RTIF Working Group Districts. Table 2 provides a summary of the status of each RTIF Working Group District's priority project. Working Group Districts 1, 2 and 4 have all programmed their balance of the RTIF funds toward their project as they are nearing project completion. Working Group District 3 has an unprogrammed balance of \$26,976 which could potentially be applied to the District's 2nd priority project- the Benicia Bus Hub. The Benicia Bus Hub is also priority project for the Transit Working Group District 6 and is anticipated to recommend allocating the remaining unprogrammed RTIF funding towards that project in FY 2016-17. Working Groups Districts 5 and 7 have selected projects to implement and are also anticipating an allocation recommendation in FY 2016-17.

Table 2. RTIF Working Group District FY 2015-16 Project Status

Working Group District	Project	RTIF Commitment	Available RTIF Funding	Approved Allocation	Unprogrammed RTIF	Project Status
1	Jepson Parkway	\$1,574,150	\$1,574,150	\$1,574,150	\$0	Project is currently in Right of Way and Design Phase.
2	SR12/Church Rd Intersection	\$300,000	\$142,200	\$300,000	\$0	Project is currently in Preliminary Engineering and Environmental Document Phase. Phase completion anticipated in late 2016
3	SR37/Redwood St/Fairgrounds Dr.	\$40,000	\$66,976	\$40,000	\$26,976	Project is currently under design Phase.
4	Green Valley Overcrossing	\$1,300,000	\$757,328	\$757,328	\$0	Project is under Construction
5	SR 113 Corridor/County Unincorporated Road Projects	\$200,000	\$197,946	\$0	\$197,946	County and City selected a project to implement.
6	Benicia Industrial Park Transit Hub	\$276,000	\$152,145	\$87,848	\$64,297	Project is under Construction
7	A. Cordelia Rd. B. Midway Rd. C. Pleasants Valley Rd. D. Suisun Valley Rd E. Vacavalle Rd	\$498,171	\$152,145	\$0	\$152,145	County selected project(s) to implement.
Total		\$4,188,321	\$3,042,890	\$2,759,326	\$598,364	91% of available FY 2015-16 RTIF funds are committed.

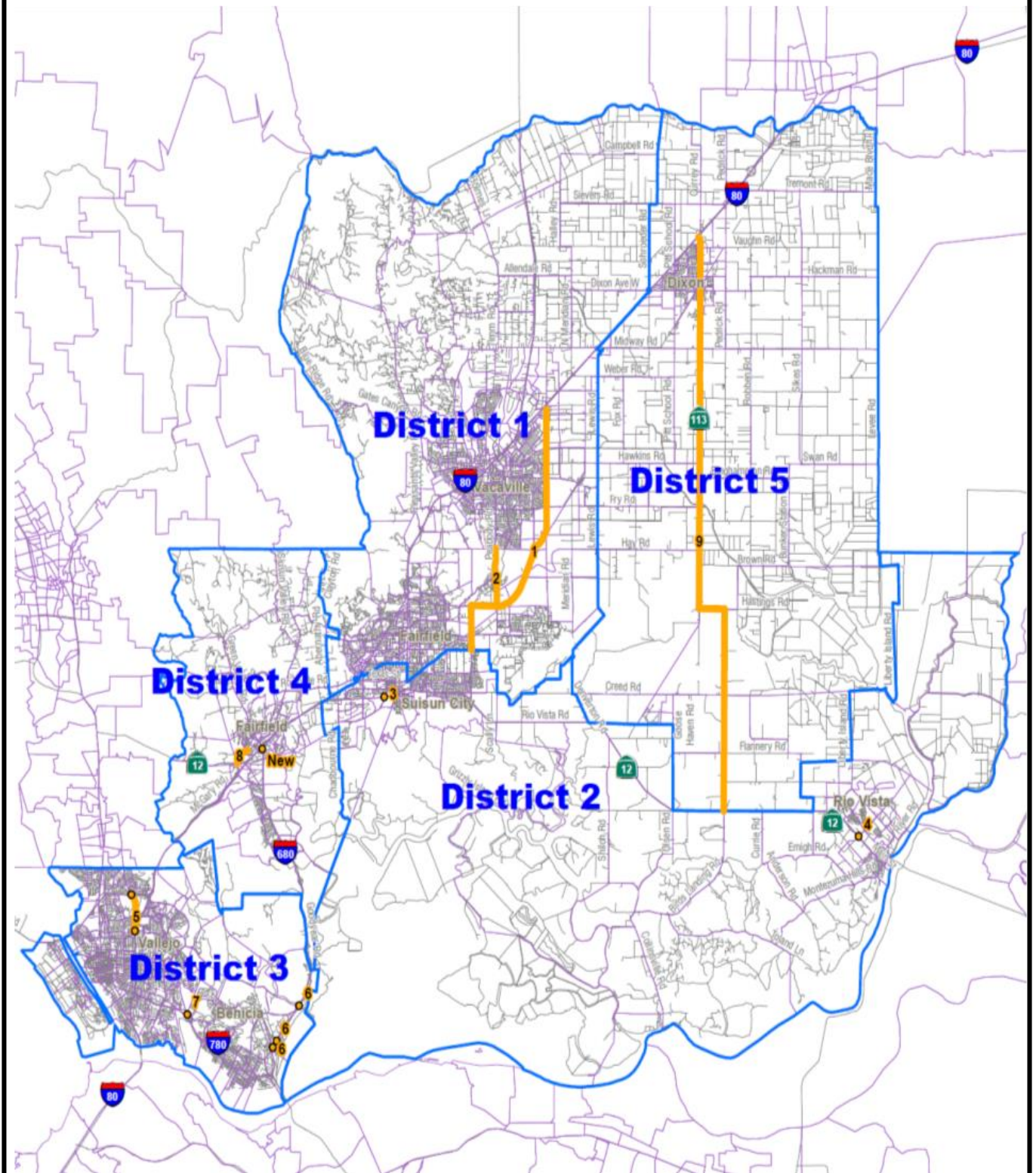
Regional Transportation Impact Fee Schedule

Approved by Solano County Board of Supervisors on December 3, 2013 as part of the Solano County Public Facility Fee

Fee Category	Fee
Residential	
Single Family Residential (SFR)	\$1,500
Multi Family Residential (MFR)	\$930
2nd SFR Unit/Accessory Unit	\$805
MFR Senior/Retirement Housing	\$585
Non-residential	
	Per 1,000 Building Square Feet
Retail/Commercial	\$382
Service Commercial	\$980
Assembly Uses	\$75
General/Medical Office	\$269
Hotels/Motels	\$230
Industrial	\$110
Warehouse/Distribution	\$36
Institutional	
Health Care Facility	\$180
Place of Worship	\$75
Congregate Care Facility	\$67
Private School	\$793
Child Day Care Facility ¹	Exempt
Agricultural Uses	
Riding Arena	\$47
Barn	\$27

¹ Child Day Care facilities are exempt from the Regional Transportation Impact Fee based on the assumption that most of the trips associated with child day care centers are local in nature and/or included as part of linked commutes (e.g. travel to work)

Regional Transportation Impact Fee Working Group Districts



RTIF Revenue by District

	FY 2015-16				FY 2014-15 Total	FY 2013-14 Total	GrandTotal
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter			
RTIF Revenue for Eligible Projects							
	\$ 382,574.05	\$ 1,374,390.96	\$ 328,897.74	\$ 349,354.79	\$ 232,234.51	\$ 375,438.15	\$ 1,285,925.19
District 1 Jepson Corridor	\$ 281,633.54	\$ 585,441.73	\$ 164,796.81	\$ 225,872.93	\$ 125,608	\$ 190,798.02	\$ 707,075.58
District 2 SR 12 Corridor	\$ 27,761.55	\$ 16,482.26	\$ 3,281.04	\$ 19,381.23	\$ 22,207.38	\$ 553,086.57	\$ 97,956.22
District 3 South County	\$ 4,492.56	\$ 37,022.30	\$ 7,663.57	\$ 3,858.22	\$ 11,318.11	\$ 2,620.92	\$ 25,460.82
District 4 Central County	\$ 30,429.00	\$ 445,271.95	\$ 99,449.45	\$ 65,048.59	\$ 34,350.79	\$ 82,778.66	\$ 281,627.50
District 5 SR 113	\$ -	\$ 152,733.62	\$ 20,817.09	\$ 258.34	\$ 15,526.98	\$ 8,610.15	\$ 45,212.56
District 6 Transit (5%)	\$ 19,128.70	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 11,611.73	\$ 18,771.91	\$ 64,296.26
District 7 County Road (5%)	\$ 19,128.70	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 11,611.73	\$ 18,771.91	\$ 64,296.26
Total:	\$ 382,574.05	\$ 1,374,390.96	\$ 328,898	\$ 349,355	\$ 232,235	\$ 375,438	\$ 1,285,925.19
							\$ 3,042,890.20

Working Group District 5 Regional Transportation Impact Fee (RTIF) Selected Projects

1. Midway Rd/Porter Rd Intersection
2. Pitt School Rd/Porter Rd Intersection
3. Midway Rd/Pitt School Rd Intersection
4. Midway Rd/Pedrick Rd.

The projects include safety enhancements such as edge widening narrow intersection interfaces, advance warning audial strips, flashing advance signage, sign “tunneling”, and other traffic calming measures. The RTIF will be utilized as part of the design and construction phases of the project.

Estimated RTIF: \$197,946

Working Group District 7 Regional Transportation Impact Fee (RTIF) Selected Projects

1. Cordelia Road
2. Mankas Corner Road
3. Pleasants Valley Road
4. Rockville Road

The RTIF will assist in funding to construct transportation safety improvements, such as shoulder widening and striping, at these four project locations.



DATE: September 19, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: WETA Ferry Service and Route 200 Service Change Proposal

Background:

The SF Bay Ferry, a service of the Water Emergency Transportation Authority (WETA), operates ferry service between the Vallejo Ferry Terminal and San Francisco. In order to meet service demand and hours that ferry service cannot be provided, WETA has contracted with Solano County Transit (SolTrans) to service specific trip times. This bus service is called the Route 200. WETA also contracts with SolTrans and other companies to provide backup service for trips that have demand that exceeds the ferry's capacity.

SolTrans has provided bus service for Route 200 and occasional "backup" bus service for WETA between the ferry buildings in Vallejo and downtown San Francisco, since the separation of the two agencies (SolTrans and WETA) from the City of Vallejo. This bus service is complementary to the ferry service and operates in between scheduled ferry trips and when passengers are not able to board a ferry due to capacity constraints.

SolTrans is reimbursed by WETA with bridge toll revenue for costs incurred in operating the Route 200 service, and placing extra bus operators on stand-by as needed, to address ferry emergencies. In addition, SolTrans staff must then provide management support to ensure that its operating contractor, National Express Transit (NEXT), operates the service in line with WETA's standards.

Discussion:

SolTrans, WETA, and STA staff have met to discuss several issues with continuing the Route 200 service, which is summarized in Attachment A. As a result of this meeting, WETA has developed a proposed service concept that would enhance the ferry schedule and eliminate the need for scheduled Route 200 bus service provided by SolTrans to meet the scheduled trip times. The current Route 200 schedule and a comparison to the draft proposed schedule are shown in Attachment B.

This service proposal is scheduled to be reviewed by the WETA Board in October 2016, and would tentatively follow this schedule if approved:

No.	Action	Date
1	Ferry Service Enhancement & Route 200 Service Change Proposal WETA Board Action	October 2016
2	Outreach, Notice to Riders	October 7 – November 7, 2016
3	WETA Board Action, Route 200	1-Dec-16
4	Notice of Route 200 Change	December 2016
5	Route Service Change	1-Jan-16

This service change would provide expanded ferry service for the current ferry riders, who take Route 200 when necessary as an alternative to the ferry by providing additional ferry service instead of Route 200 service. STA staff recommends that further analysis be done to assess the demand for direct bus service from Solano County to the Transbay Terminal in San Francisco and to address the elimination of the Route 200 9:30 p.m. departure from Vallejo and 10:30 p.m. from San Francisco.

At both the September SolanoExpress Intercity Transit Consortium and STA TAC meetings, this item was unanimously approved to forward to the STA Board.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Support WETA's Ferry and Route 200 service change proposal as specified in Attachment B; and
2. Authorize STA staff to work with SolTrans to assess the demand and resources for continued express bus service and the impact of elimination of the 9:30 p.m. and 10:30 p.m. trip between San Francisco and Vallejo.

Attachments:

- A. STA Memo – Route 200 Coordination Meeting
- B. Route 200 Schedule Compared to Draft WETA Proposed Schedule for Enhanced Ferry Service



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

ATTACHMENT A

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Fax (707) 424-6074

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

MEMORANDUM

DATE: July 22, 2016
TO: Daryl Halls, STA Executive Director
Mona Babauta, SolTrans Executive Director
Nina Rannells, WETA Executive Director
CC: Kevin Connolly, WETA
Michael, Abegg, SolTrans
FROM: Philip Kamhi, Transit Program Manager
RE: Route 200 Coordination Meeting between SolTrans, STA, and WETA

On July 7, 2016 an initial Route 200 coordination meeting occurred between SolTrans, STA and WETA staff. This memo provides a summary of the issues discussed at this meeting and the next steps. The following staff were present:

Mona Babauta – SolTrans
Daryl Halls – STA
Philip Kamhi – STA
Nina Rannells – WETA
Kevin Connolly – WETA

At this meeting, several topics regarding the Route 200 were discussed. The issues had been initially brought forward by both SolTrans and WETA, and the SolTrans Board had asked that staff from the agencies meet following a six-month extension (through December 31, 2016) to the contract that SolTrans has with WETA to operate Route 200 was approved at the May 19, 2016 SolTrans Board meeting.

For SolTrans, Mona Babauta discussed issues regarding SolTrans losing drivers to other transit properties and absenteeism as contributors to the difficulty in SolTrans providing the Route 200 service, and the need to focus resources on SolTrans' own services (local and current SolanoExpress). Mona also mentioned that the Route 200 ridership has recently increased, by approximately 19% over June of last year. Mona also expressed that the backup bus service (unscheduled trips) are extremely challenging to provide, and SolTrans in effect no longer is providing backup bus service. However, Mona also expressed that SolTrans did not have any issues with continuing scheduled Route 200 service at current levels, as SolTrans is/was already doing this. She discussed the current Route 200 schedule currently utilizes three vehicles that have already reached the end of their useful life, and therefore will need to be replaced to ensure that the service remains reliable. Mona referenced the fact that the current agreement does not include an estimated \$30,000 in operating costs. Mona explained that the report to the Board in May recommended removing SolTrans as the middleman, and allowing WETA to directly operate/contract the bus service as an effective way for operating the service more efficiently.

Nina Rannells, WETA, conveyed that WETA is not interested in operating buses, as the WETA focus is on Ferry service. Further, she indicated that the long-term goal for the

Vallejo Ferry service was to expand Ferry service, not bus service. Kevin Connolly mentioned that most backup bus service was provided through a private contractor, as SolTrans had not been providing much of their backup bus to the ferry service for some time. Kevin said that he believes that the \$30,000 increase in operational costs was a mistake in invoicing that his staff had found and brought to Soltrans staff's attention. He expressed that the current Route 200 bus service might be able to be scaled back, which could further reduce any financial burden that this bus service is placing on SolTrans. WETA staff referenced a request that had been sent last year to MTC to assist with replacing the three buses, and that MTC staff had responded that the burden would be on the bus operator.

Philip Kamhi, STA, provided rider information on the most recent ridership survey that included data on Route 200 (from 2009), noting that the ridership on the Route 200 had been serving a greater percentage of Vallejo/Benicia and Solano County residents than the Vallejo Ferry service. He also noted that there will be a new ridership survey that will include the Route 200 through MTC that will occur in FY 2016-17.

Daryl Halls indicated that STA continues to support the existing ferry service to Vallejo and WETA's efforts to expand ferry service to Vallejo, potentially through future RM 3 funds. He summarized Vallejo's previous bus support for the ferry when it experienced overcrowding. He indicated that he wasn't aware until this meeting that now SolTrans is just providing Route 200 service during the gaps in the day when the ferry service doesn't operate, but not as a back-up when the ferry is full. Daryl noted STA's interest in working with SolTrans and WETA to reevaluate the role of Route 200 and the potential for this route to service the new San Francisco Transbay Terminal.

Once operational staff from the three agencies have a chance to meet, a follow-up meeting with the three Executive Directors will be scheduled and then a meeting with representatives from the three agencies.

A follow-up email with both operational data and the WETA survey will be sent by Kevin Connolly to Philip Kamhi and Mike Abegg, SolTrans. WETA staff will evaluate if the current Route 200 service can be scaled back based on WETA's plans to expand ferry service. Kevin requested that an extension beyond December 31, 2016 may be necessary for any service change, therefore requested that the extension extend for another six months, until June 30, 2017, in order to allow adequate time to better plan for any necessary changes.

STA staff will obtain an update from MTC on the schedule for the next ridership survey and options for evaluating options for future Route 200 service between Vallejo and San Francisco.

Existing Ferry/Route 200 Service

Departures from Vallejo, Existing

Ferry	Route 200
5:30 AM	
	6:00 AM
6:30 AM	
7:00 AM	
7:45 AM	
8:00 AM	
Gap: 1.5 hrs	8:45 AM
9:30 AM	
10:30 AM	
Gap: 3.5 hrs	
	1:00 PM
2:00 PM	
Gap: 2 hrs	3:00 PM
4:00 PM	
4:45 PM	
5:45 PM	
6:45 PM	
	9:30 PM

2017 Revised 3-Boat Service

Departures from Vallejo, Proposed

Ferry	Route 200	Notes
5:30 AM		
6:00 AM	6:00 AM	Ferry replaces bus
6:30 AM		
7:00 AM		
7:45 AM		
8:30 AM		199 Crew adjustment from 8 AM
	8:45 AM	
9:30 AM		
10:30 AM		
12:00 PM		South City crew, interlined
Gap: 2 hrs		
	1:00 PM	
2:00 PM		
3:00 PM	3:00 PM	Ferry replaces bus
4:00 PM		
4:45 PM		
5:45 PM		
6:45 PM		
	9:30 PM	

Existing Ferry/Route 200 Service

Departures from San Francisco, Existing

Ferry	Route 200
6:35 AM	
	7:35 AM
8:15 AM	
Gap: 2.5 hrs	
	9:55 AM
10:40 AM	
11:40 AM	
Gap: 4 hrs	
	2:30 PM
3:30 PM	
	4:00 PM
4:30 PM	
	4:45 PM
5:15 PM	
5:30 PM	
6:00 PM	
	6:30 PM
7:15 PM	
8:15 PM	
	10:30 PM

2017 Revised 3-Boat Service

Departures from San Francisco, Proposed

Ferry	Route 200	Notes
6:35 AM		
7:15 AM	7:35 AM	Ferry replaces bus
8:15 AM		
9:00 AM		Revenue service for deadhead
	9:55 AM	
10:40 AM		
11:40 AM		
Gap: 3 hrs		
2:30 PM	2:30 PM	Ferry replaces bus
3:30 PM		
	4:00 PM	
4:30 PM		
	4:45 PM	
5:15 PM		
5:30 PM		
6:00 PM		
	6:30 PM	
7:15 PM		
8:15 PM		
	10:30 PM	Replaced by late Route 80 service

	New Ferry Trip
7:35 AM	Deleted Trip

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DATE: September 12, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Approval of Updated SolanoExpress Aggregate Performance Benchmarks

Background:

In September of 2013, the STA Board adopted SolanoExpress Performance Benchmarks (Attachment A) for the planned updated SolanoExpress service. This item is to update the performance benchmarks in anticipation of SolanoExpress service revisions that are anticipated to be implemented in July 2017.

Discussion:

The STA staff is scheduled to return to the Board in December 2016 with a proposed Service Plan for the SolanoExpress service with Phase 1 to be implemented in July of 2017. The Service Plan will be based on the option selected by the Board in December of 2014, following a process of outreach and detailed development, as directed by the Board and based on the Transit Corridor Study.

In developing the Service Plan, STA needs to develop an estimate of the amount of service that could be implemented. The amount of service is based on available financial resources against the cost per unit of service. Therefore, the cost per hour of service ("cost per vehicle revenue hour") becomes an important statistic.

The currently adopted benchmark of \$125 per hour was set in 2013 and STA staff is now reviewing this projection based on input provided by the two service providers, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), with projections into Fiscal Year (FY) 2017-18. This particular benchmark is subject to the impacts of inflation, so one could argue that use of the 2013 number for FY 2017-18 is not realistic. Staff is proposing adjustments to the benchmark that include a 2% annual adjustment for inflation. Therefore, the recommended benchmark cost per hour for FY 2017-18 is \$135 per revenue vehicle hour. The full list of currently proposed benchmarks is included with this report (Attachment B).

Adopting a benchmark for cost per revenue vehicle hour will impact the total number of service hours that can be provided within the framework of current operating revenues. This provides the ability to set budgets within available financial resources. Thus, using \$135 per hour allows planning for approximately 72,000 hours of service within existing identified resources.

STA staff and the project consultants are recommending some additional changes to provide mathematical consistency between certain benchmarks. For example, cost per hour and cost per mile are tied together by average speed. Therefore, cost per mile has been adjusted to correct for the change in cost per hour.

As needed, STA staff is proposing to return to the Consortium, STA TAC, and Board with adjustments to the benchmarks once the new service is implemented and there has been some time to evaluate the use of the benchmarks in adjusting service.

At both the September SolanoExpress Intercity Transit Consortium and STA TAC meetings, this item was unanimously moved forward.

Fiscal Impact:

There is no immediate financial impact, the proposed benchmarks create a framework for projecting SolanoExpress service levels. The adjustment in cost per revenue vehicle hour will impact the total number of service hours that can be provided within the framework of current operating revenues. This provides the ability to set budgets within available financial resources.

Recommendation:

Approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.

Attachments:

- A. 2013 Adopted SolanoExpress Performance Benchmarks
- B. FY 2017-18 Proposed SolanoExpress Performance Benchmarks

2013 Adopted SolanoExpress Performance Benchmarks

Benchmark	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
<i>Service Productivity Benchmarks</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	15.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (Load factor) (hourly demand/capacity)	85.0%
Capacity utilization (passenger miles/seat miles)	35.0%
<i>Cost Efficiency Benchmarks</i>	
Cost per vehicle revenue hour	\$125.00
Cost per vehicle revenue mile	\$5.00
Cost per revenue seat mile	\$0.10
<i>Cost Effectiveness Benchmarks</i>	
Subsidy per passenger trip	\$3.50
Revenue per revenue seat mile	\$0.04
Farebox recovery ratio	50%

FY 2017-18 Proposed SolanoExpress Performance Benchmarks

Time Period	2013	FY 2017-18
Description	Benchmarks -Adopted	Benchmarks - Proposed
Service Design		
Speed - MPH	35	35
Productivity		
Passengers per vehicle revenue hour	25.0	25.0
Passengers per trip	15.0	15.0
Passengers per vehicle revenue mile	1.0	0.4
Peak corridor demand	85.0%	85.0%
Capacity Utilization	35.0%	35.0%
Efficiency		
Cost per revenue vehicle hour	\$ 125.00	\$ 135.30
Cost/RVM	\$ 5.00	\$ 3.87
Cost/Rev Seat Mile	\$ 0.100	\$ 0.079
Effectiveness		
Subsidy per trip	\$ 3.50	\$ 3.71
Revenue per revenue seat mile	\$ 0.040	\$ 0.040
Farebox recovery ratio	50%	50%



DATE: September 28, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning documents along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Within the Solano CTP the Transit and Rideshare element Purpose Statement is:

Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The Transit and Rideshare Element focuses on the shared ride portion of the transportation system, while acknowledging the interdependence of all three elements (Transit and Rideshare, Arterials Highways and Freeways, and Active Transportation).

The outline of the Transit and Rideshare Element is shown below:

1. Introduction
2. Element purpose
3. Transit and rideshare components, goals, and the goal gap analysis
4. Transit and rideshare element resources
5. Policies, performance measures and milestones
6. Projects, programs and priorities
7. Moving forward together

The Transit and Rideshare Committee has reviewed and recommended approval of all chapters of the Transit and Rideshare Element except for the last two, which outline a general prioritization of Transit and Rideshare programs and projects, and identify a path for moving forward to implement the element, and the STA Board has approved Chapters 1 through 5.

Discussion:

The two chapters of the Transit and Rideshare Element that have not been reviewed by the Committee are summarized below.

Chapter Six – Projects, Programs and Priorities.

Projects and programs in the Transit and Rideshare Element are categorized into one of three tiers.

- Tier 3
Ideas and concepts that have had little to no work done to advance their implementation.
- Tier 2
Projects and programs that are important and have been advanced out of the conceptual stage, but are not yet ready for near-term implementation. This may include a project that has an initial investment in design work but is not yet fully designed and that lacks a complete funding strategy.
- Tier 1
Those projects or programs already in place, or are ready for near-term implementation. Tier 1 also includes suddenly-identified community priorities that need a rapid infusion of resources to allow quick implementation.

The top 3 Tier 1 projects are the I-80 Express Lane Conversion and Extension, the SolanoExpress bus replacement and the I-80/I-680/SR 12 Interchange, including the west end of the North Connector. The reason that two of the top three projects are roadway projects is that they provide the greatest improvement to the number and reliability of express bus trips, while also supporting expansion of ridesharing and vanpooling. The complete list of projects and programs is provided as Attachment A.

Chapter Seven – Moving Forward, Together

The best way to move forward with the implementation of the Transit and Rideshare Element is to focus three broad approaches.

- The first is to maintain the existing Mobility Management programs run by STA in coordination with several non-profits, the transit operators and County Health and Social Services. This covers all of the items listed as EXISTING PROGRAM in the Tier 1 project/program list.
- The second area of effort is the replacement of the SolanoExpress bus fleet with low emission vehicles, and prepare for the midterm replacement of the fleet with zero emission vehicles
- The third step is the completion and implementation of the SolanoExpress Transit Corridor Study, Phase 2 service plan and capital improvements.

The beginning of Element's implementation is to maintain the system that exists today, make the system more efficient, and improve access to it. A parallel effort is to improve the regional freeway system by removing chokepoints and creating a continuous Express Lane system through the heart of the county.

With completion of the last two chapters, the text of the Element is now complete and ready for public release and review. While this review is going on, STA staff will be adding further maps, tables, photos and other graphics to help illustrate the points made in the text. Adoption of the complete Element is tentatively set for the December STA Board meeting.

At their meetings of September 27 and 28, the Solano Express Intercity Transit Consortium and the STA Technical Advisory Committee both reviewed the draft Element. After suggesting minor revisions, both Committees recommended the STA Board release the draft Element for public review. The suggested changes have been incorporated into the draft Element attached to this staff report.

Fiscal Impact:

None at this time. However, the policies and priorities recommended in the Element will help guide future funding decisions by STA.

Recommendation:

Release the draft Transit and Rideshare Element provided as Attachment B for a 30-day public comment period.

Attachments:

- A. Transit and Rideshare Element Priorities List
- B. Transit and Rideshare Element (Text approved by the Transit and Rideshare Committee. Updated of the Element with graphics will be posted on STA's website prior to the Board meeting.)

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ATTACHMENT A

TIER 1 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
I-80 Express Lane Conversion and Extension – STA and Caltrans	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and North Texas Street to an Express (HOV or tolled SOV) Lane. Extend the Express Lane from North Texas Street to I-505. This is a Route of Regional Significance.	
SolanoExpress bus replacement – FAST, SolTrans and STA	Replace SolanoExpress buses with new vehicles (CNG and renewable diesel). Prepare for transition to zero-emission vehicle standards established by CARB.	
I-80/I-680/SR 12 Interchange, including the west end of the North Connector – STA and Caltrans	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector. This is a Route of Regional Significance.	\$380 million, with funds from
Commuter Information Program	Provide information and assistance that support the use of commute alternatives like carpools, vanpools, transit, biking and walking. Work through Solano County employers providing consultations, events and promotions to reach employees. Encourage carpool and vanpool formation. Administer incentives to persuade commuters try commute alternatives. Offer information by phone, email or mail regarding trip planning, travel options, ridematching. EXISTING PROGRAM	Annual operating costs are expected to be \$600,000 in 2016 dollars.
Solano Mobility Call Center - STA	Continue to provide live personalized assistance for a variety of transit and mobility services, including information on available transportation options in and around Solano and neighboring counties and trip planning, specialty services for seniors and persons with disabilities. EXISTING PROGRAM	

Name, Location and Sponsor	Description	Cost and Funding
Solano Travel Training Program - STA	Continue to deliver personalized instruction that are taught with the customer's need abilities and specific travel in mind. Methods include One-On-One Training, the Travel Ambassador Program, Rider's Guides and Travel Training Videos available on the Solano Mobility Website. EXISTING PROGRAM	
Countywide ADA In-person Eligibility program	Continue program that provides a simplified process to apply to be ADA certified. To start the certification process, individuals may contact the Solano ADA Eligibility Center at (707) 541-7184 to schedule an in-person interview assessment. Free paratransit trips are provided to and from your home and the assessment when requested. Once you have completed the in-person assessment and eligibility is determined, you will receive an ADA Paratransit card. EXISTING PROGRAM	
Solano Intercity Taxi Scrip Program – STA	Continue to provide discounts taxi scrip for Solano County residents who are certified as ADA paratransit eligible. Program costs include staff and the cost of subsidized taxi scrip. EXISTING PROGRAM	
Commuter Bike Incentive Program – STA	Continue to provide cash incentives to offset the cost of purchasing commuter bicycles. EXISTING PROGRAM	
Solano Employer Program Commute Challenge - STA	Sponsor annual programs in Solano and Napa counties that encourage employees to experiment with and ultimately commit to, commuting to and from work using a commute alternative (some form of transit or active transportation). Program costs include both staff time and incentive prizes for top participants. EXISTING PROGRAM	

Name, Location and Sponsor	Description	Cost and Funding
MLIP Implementation – STA and local agencies	<p>Support major intercity bus centers, park-and-ride lots and connected arterial light coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study.</p> <p>These are projects on Routes of Regional Significance.</p> <p>These are Transit Facilities of Regional Significance.</p>	
Emergency Ride Home Program – STA	<p>Provide Emergency Ride Home services through taxi or rental cars for commuters who use a commute alternatives to work and are employed by a registered employer.</p> <p>EXISTING PROGRAM</p>	
Solano Senior Safe Drive Program Information – STA and CHP	<p>Senior Safe Driving Information provides resources via SolanoMobility.org website and the Solano Mobility Call Center on senior safe driving information through in person programs and online tutorials. California Highway Patrol has partnered with Solano Transportation Authority in the Age Well Drive Smart Program presenting transportation alternatives to driving at the workshops in Solano County.</p> <p>EXISTING PROGRAM</p>	

TIER 2 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Fairfield Transit Center Phase 2 – City of Fairfield	Reconfigure access into and out of the FTC, and construct additional parking spaces. This is a Transit Facility of Regional Significance	
Solano 360 Project Transit Center – Solano County	Construct new facility with ____ parking spaces and ____ bus bays on the Solano County Fairgrounds property in Vallejo. This is a potential Transit Facility of Regional Significance	
Vallejo Station ferry terminal parking structure (Phase B) – City of Vallejo	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. This is a Transit Facility of Regional Significance	
Solano Intercity Taxi Scrip Program – Phase 2 - STA	Begin to provide discounted taxi scrip for ADA-certified Solano County residents who are non-ambulatory.	
First/Last Mile Shuttle Pilot Program – STA, FAST, SolTrans	Initiate a program that uses small shuttle vans, cut away buses or similar light vehicles to provide a connection during the peak hour(s) between TFORS and dense employment nodes that are not well served by active transportation links.	
Fairfield/Vacaville Intermodal Center Phase 2 – City of Fairfield	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.	

TIER 3 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Non-Profit Vehicle Share Program – STA	The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for seniors and people with disabilities in Solano County. An “agency” (owning the vehicles) provides the vehicle, trains the driver, and maintains the vehicle. The Non-Profits provide the drivers and gas. The borrowing non-profits also need insurance for general liability and insurance for hired & non-owned auto liability. The Non-Profits request vehicles as they need them. The Vehicle Share Program allows vehicles to be shared amongst numerous non-profits and saves cost.	
Solano Bike Share - STA	Initiate a program that allows bikes to be shared between specific locations for commute and business trips. This may be either a governmental program or a public private partnership.	
Senior golden pass program – STA	Fund a program that allows seniors to ride public buses in Solano County for Free with a “Golden Pass.” Determine the proper qualifying age.	
Expand Volunteer Driver Program – STA	The program is for 60 years or older that are able to get in and out of a vehicle. Develop solutions so there are potentially no denials and the need is being met in all cities	

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ATTACHMENT B

Solano CTP

DRAFT Transit and Rideshare Element

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CHAPTER 1 - TRANSIT and RIDESHARE ELEMENT INTRODUCTION

If we don't all ride together, we shall surely all ride separately

People in Solano County *can* ride together. They enjoy a variety of transit services designed to move residents, employees and visitors between cities and beyond Solano county's borders. Public and private bus services, passenger rail and ferry, and carpooling and vanpooling are all well-established transit strategies in Solano. They are complementary services that provide mobility to Solano's diverse population of commuters, students young and old, visitors, seniors, low-income to high-income residents, able-bodied as well as people with disabilities, and more. Focusing on moving people, not just vehicles, as efficiently as possible will maximize mobility and the quality of life in Solano County.

Focusing on moving people, not just vehicles, will maximize mobility

There are a number of important questions that arise, however. First, can *everyone* who wants to ride transit? At first, the answer appears to be 'no,' but that first impression is wrong. City buses don't go down every street, and directly to every destination, all of the time – but transit is more than just city buses. Taking transit costs money – but so does driving alone. Providing a city bus system that meets every single Solano travel need would be horribly inefficient, but transit is more than just the bus. If you can get there by car, the transit system can also get you there.

Second, *will* people in Solano County choose to ride transit as opposed to driving alone? This is a more difficult question to address, as it involves personal choice. Some travelers don't own a car, and for them transit is a necessity, not an option. Some travelers prefer active transportation options, others want to conduct business or just be by themselves while making a trip. Some people drive out of a perception that a car trip is more convenient, or out of habit. For these individuals, the question is one of perception rather than efficiency.

A third question is *where will we ride*? The STA focused on inter-city and inter-regional trips, and the Solano Express system has in the past been primarily oriented towards moving Solano residents to BART and Sacramento. That focus is starting to shift so that conveniently staying within Solano is given the same emphasis as conveniently leaving Solano.

For a transit system to be a viable travel choice, it must get travelers to where they want to go, when they want to go there, and at a reasonable price – and it must do that in a manner that is perceived as a better alternative than is driving alone.

Where, when and how much are all issues of system efficiency. *Efficiency* therefore becomes a core value of the Transit and Rideshare Element of the Solano Comprehensive Transportation Plan (CTP). Moving multiple people in a vehicle (HOV-High Occupancy Vehicle) is inherently more efficient than moving a single person in a vehicle (SOV- Single Occupancy Vehicle): more people are being moved using fewer vehicles, decreasing the demand on the roadway, parking systems, for fuel and other resources. Transit services must be convenient and dependable to attract and maintain ridership. Investing in efficient transit strategies to maximize the movement of people on publicly-funded roadway projects is good stewardship of public funds.

An efficient system also addresses the *perception* that transit is a secondary choice for travelers, making improved perception a second core value. People don't like to be seen participating in something that is seen as wasteful – no one wants to be seen as the only person on the bus, and riders avoid vehicles or waiting areas seen as dirty or unsafe like the plague. On the other hand, there is a growing belief that taking transit is a choice that reduces environmental and community stress.

Creating and maintaining a transit system that is efficient, and that is seen as being efficient, is how to create a transition from people who *can*, to people who *will*, to people who *do*, choose transit as a regular form of transportation.

how to create a transition from people who *can*, to people who *will*, to people who *do*, choose transit as a regular form of transportation

While many people use the various transit strategies for some or most of their travel, the personal automobile remains the most prevalent means of

travel in Solano like many other suburban counties. Personal vehicles (as SOVs and HOVs) make use of the roadway network as described in the Arterials, Highways, and Freeways Element of the CTP. Buses, carpools and vanpools use the roadway system while rail and ferry passengers primarily access these services via the roadway system. Active Transportation modes such as walking and bicycling are also means of accessing the transit systems. The Active Transportation Element of the CTP also focuses on land-use policies and local trips including trips to transit centers. The Transit and Rideshare Element of the CTP is integrated with these other elements of the CTP.

The Transit and Rideshare Element covers five modes of travel that will be referred to as Transit Strategies – four are modes and one is a focus on special users. The four traditional transit modes are intercity buses, passenger rail, passenger ferry, and ridesharing (carpooling and vanpooling). The fifth strategy encompasses specialized transportation services and programs for seniors and people with disabilities and low-income residents often referred to as Mobility Management.

The primary focus of this Element is on public transit, as most transit service is delivered by the public sector. However, there has been an increasing private sector involvement such as

employer-sponsored commuter buses, transit information applications, carsharing programs, transportation network companies and more that will be discussed. Private and non-profit transit services will be acknowledged as they provide important services for Solano residents, especially seniors and people with disabilities. However, discussion will be relatively limited as public policy direction in the CTP will have less impact on private transit services.

The Transit and Rideshare Element of the Solano CTP defines the five major Transit Strategies; describes both the existing facilities (fixed locations and rolling stock) and the desired future facilities and services; establishes policies to help move from what exists to what is desired; and finally, identifies priority projects. Many aspects of the Transit and Rideshare Element are addressed in adopted or pending countywide plans and studies, and the Transit and Rideshare Element simply brings them together in a single location. These plans include:

- I-80/I-680/I-780/SR-12 Transit Corridor Study
- Solano Coordinated Short Range Transit Plan
- SolanoExpress Intercity Ridership Study
- Solano Rail Crossing Inventory and Improvement Plan
- Solano Rail Facilities Plan (2014)
- Solano Mobility Management Plan

Achieving a balanced operating budget is one of the most significant challenges facing the public intercity bus, rail and ferry systems servicing Solano County. Like most other public transit systems, delivering quality service while staying financially sustainable is an on-going challenge. STA has identified “sustainable” communities as those that endure and improve over time, and balance such factors as economic health, environmental impact and social equity. Sustainable public transit systems have similar characteristics, and share a symbiotic relationship with sustainable communities.

ADA (Americans with Disabilities Act) Paratransit service, which is federally mandated door-to-door service that must be provided by the public transit fixed-route operators, faces similar challenges in terms of sustainability. The long range plan for ADA paratransit services is worthy of special attention outside this Transit and Rideshare Element.

In sync with the two major themes of the overall Solano CTP of *Strengthen the Hub* and *Reduce Stress*, the Transit and Rideshare Element intends to support these themes by way of three steps.

- 1) Over the short term, focus on efficiency in order to establish a fiscally stable public intercity transit system, while maintaining a strong ridesharing system.
- 2) Over the medium term, include more of a focus on perception in order to expand the portion of the commute that uses transit in some form; and

- 3) At all times, promote transit choices such as ridesharing and employer-organized transit services that minimize public expenditures.

This approach takes advantage of several factors:

- Solano residents have historically had the highest rate of ridesharing in the Bay Area, and the supporting infrastructure of Park and Ride lots and ridematching services is in place and accepted.
- Solano County has the highest percentage in the Bay Area of its residents living in incorporated cities, with the exception of the joint City/County of San Francisco. This means that transit users are already close to each other and to transit centers.
- STA member agencies are in the process of building and bringing on line more than \$_____ of new transit facilities, which will significantly improve access to transit for Solano residents.
- The regional Express Lane network is planned for extension into Solano County, a move that will improve travel times for intercity bus, carpool and vanpool users.

In the following pages, the Transit and Rideshare Element provides an examination of the current state of transit in Solano County, and identifies a series of policies that can guide the development of the type of transit system that best services the county's residents, employees and visitors. The policies are designed to help implement the purpose statements of the Solano CTP and the Transit and Rideshare Element, which are:

- The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.
- The Transit and Rideshare Element will identify mass transit and rideshare facilities, services, and policies that maximize the ability of Solano residents, works and visitors to reach destinations within Solano County, and to access regional transportation systems.

The Transit and Rideshare Element is broken up into two major sections. The first is called A Map of the World, and concentrates on setting the landscape within which the transit and rideshare system operates. This includes not only the world as it exists right now, but also the world as we hoped to make it.

The second major section is Making the Journey. This section focuses on making and implementing decisions that actually move us from where we are to where we hope to be.

If Solano and Northern California drivers choose to drive separately rather than together, the consequences won't be as stark as were those faced by Benjamin Franklin and the other Founding Fathers. On the other hand, if we do improve both the potential and the reality of traveling together, we end up pursuing a course of human events that benefits us one and all.

SECTION 1 – A MAP OF THE WORLD

CHAPTER 2 - PURPOSE

The Solano CTP – Transit and Rideshare Element is the STA’s foundational document for planning and supporting the intercity Transit and Ridesharing system projects and programs serving the seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo) and the County of Solano. It is designed to serve the following purposes:

- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP

The final outcome will be an integrated intercity Transit and Rideshare system. Integrated has two different meanings which are:

Internally integrated. Bus, train and ferry facilities have similar design and functional features such as safe access, signage and bicycle storage and alternative fuel vehicle facilities. While not necessarily identical, these facilities are similar and recognizable to users no matter who the operator or what the jurisdiction.

Externally integrated. The Transit and Rideshare Element coordinates decisions and investments with those found in the Active transportation and arterials, highways and freeways elements. External integration also includes linking the Solano system to the Transit and rideshare system found in adjoining counties and the greater Northern California region. Finally, external integration also requires identifying and prioritizing programs and projects that are important to STA’s members and partner agencies.

Another important aspect of the Transit and Rideshare Element is that its development and use is an iterative process. The Element calls for the development of transit corridor plans, senior and persons with disabilities plans and other focused documents. These documents can and should take their overall direction from the goals, policies and information contained in the Transit and Rideshare Element. However, the development of these focused documents provides detailed data that feeds back into the Transit and Rideshare Element as it exists today and is updated in the future.

The Transit and Rideshare Element is summed up in its purpose statement:

Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Finally, it is important to note that the Element focuses on intercity transit – connections between the communities of Solano County, and between Solano County and the broader northern California region. Local transit is the responsibility of the local jurisdiction, and is outside of the scope and responsibility of STA.

CHAPTER 3 – TRANSIT AND RIDESHARE COMPONENTS, GOALS, AND THE GOAL GAP ANALYSIS

In order to maintain and improve the Transit and Rideshare system, three things are needed. The first is to know what the system is – to identify its components. Next is to know the condition of the system today. Finally, with the components and their statuses identified, it is possible to compare where it is and where it should be in the future. Chapter three accomplishes these goals by defining the system and providing a state of the system report, establishing goals, and analyzing the gap between the current system and those future goals.

Section 1 – Transit and Rideshare System Components

Put simply, the Transit and Rideshare system consists of those physical improvements that support intercity bus, passenger rail, ferry, carpool and vanpool services. The transit and rideshare system also includes those programs that support these modes of travel. Each of these areas is summarized below. The state of the system report provides much greater detail on these components.

Intercity Bus System

The physical components of the intercity bus system include the buses themselves, transit centers where riders and bus meet, and the maintenance, fueling and administration facilities that support these activities.

Passenger Rail System

In Solano County, this consists of the Union Pacific railroad tracks and the train stations at Fairfield/Suisun City and Fairfield/Vacaville (under construction). The fueling, storage functions are all located outside of Solano County.

Ferry System

In Solano County, this consists of the passenger docking facility along the Vallejo Waterfront and the fueling and maintenance facility on Mare Island. Other maintenance, storage and administrative facilities are located outside of Solano County.

Vanpool and Carpool System

The physical components of this system in many places overlap with the intercity bus, passenger rail and ferry system facilities. Carpool and vanpool users often use the same parking lots as do the other system components. There are also dedicated carpool lots that are not served by the bus system. The administrative support system is found in the STA offices. Maintenance and fueling is done by individual vehicle owners.

Mobility Management

Mobility Management is perhaps the newest aspect of transit and rideshare, although it is a service that has been provided in various forms for many years. It consists of both private providers of services for Seniors and People with Disabilities, and services such as the Solano Intercity Taxi Scrip Program that pays for services provided by a third party. Along with carpool and vanpool, it is a portion of the element more focused on programs than physical infrastructure.

An equally important portion of the transit and rideshare system are the local and regional roadways used by patrons of the system and by many of the transit vehicles themselves. As has been noted in the Active Transportation Element, these roadways are a part of the Arterials, Highways and Freeways Element of the Solano CTP. However, the location, capacity and maintenance of these roadways is critical to the success of the transit and rideshare system.

A final element is the governing structure that applies to several of the elements modes of travel. Intercity bus services are guided by advice from the SolanoExpress Intercity Transit Consortium, with final action taken by the STA Board. One of the two intercity transit providers – Solano County Transit (SolTrans) – is a Joint Powers Authority (JPA) run by its own Board of Directors. Both the Capitol Corridor train system and the WETA (aka San Francisco Bay Ferry) are governed by JPA Boards.

Section 2 – Element Goals

The Transit and Rideshare Element is intended to guide the planning and development of a Solano transit system that will serve Solano County as it is projected to grow and change in the next twenty-five years. The Transit and Rideshare Element’s Purpose Statement is to:

“Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.”

This aligns with the Purpose Statement of the Solano CTP which is “

“The Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.”

These Purpose Statements are very broad goals. More specific goals are proposed to provide guidance to decision-making and actions which collectively are designed to achieve the purpose of the Transit and Rideshare Element. The goals vary in that some are general descriptions of the desired overall nature and state of the system, others are aspirational while others are specific and tangible. In order to implement the Purpose of the Solano CTP and the Transit and Rideshare Element of the Solano CTP, the following goals have been adopted by the STA for the Transit Element. They are presented in broad categories.

Provide Rider Convenience and Choice

- 1) Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses, and adapts to changes in demographics.
 - a. Include facilities and programs that directly support Priority Development Areas (PDAs).
- 2) Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.
- 3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.
 - a. Study options for coordination of local and intercity transit.
 - b. When requested, support transit operators who are interested in system consolidation.
- 4) Ensure mobility by providing services for senior, people with disabilities, and the low-income population.
 - a. Implement the countywide Mobility Management Plan and the Community Based Transportation Plan.
 - b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.
 - c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as one of several venues to guide the identification, development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.
- 5) Implement projects and programs to address the “first mile/last mile” gap faced by transit users.
- 6) Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.
- 7) Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

Develop and Maintain Infrastructure

- 1) Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.

- 2) Continue to build upon Solano residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.
 - a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.
 - b. Increase the inventory of park and ride spaces.
 - c. Construct park and ride lots in areas that are currently underserved.
 - d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.
- 3) Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, "Regional Significance" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
 - a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
 - b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
 - c. Bus stations providing all of the following services:
 - i. Routes to destinations outside Solano County or between two or more cities in Solano County
 - ii. Peak hour headways of 1 hour or less
 - d. Maintenance and parking facilities for busses providing services identified in a, b or c above.
- 4) Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.
 - a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
 - b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- 5) Implement effective paratransit services.

Help Improve Air Quality

- 1) Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.

- a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
- 2) Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

Fund Vehicles, Facilities and Services

- 1) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
- 2) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
- 3) To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
 - a. Ensure the Transit Corridor Studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR 12, SR 29 and SR 37.
 - b. Conduct Countywide Ridership Surveys every two- three years.
- 4) Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and regional partners such as BART, MTC and Caltrans.

Section 3 - State of the Transit and Rideshare System

To chart a successful course for Solano County's Intercity Transit and Rideshare System, two things are needed: to know where the system is at this time, and to know where STA, partner agencies, and Solano's transit operators want to be by 2040. Before building a future transit system that is both capable of transporting transit users and desirable to use, it is best to understand the foundation that exists, its strengths and weaknesses, resources needed at its

To chart a course, you need to know where you are and where you want to be

current level of service, and existing opportunities and challenges. This report summarizes the current condition and operation of Solano's Intercity Transit and Rideshare System as of the end of December 2014.

The Transit and Rideshare System Defined

Overview

The Transit and Rideshare System (also simply referred to as 'The Transit System') for this report incorporates the modes of intercity bus, passenger rail and passenger ferry service, ridesharing (carpools and vanpools), as well as intercity Paratransit services and Mobility Management. The Transit System consists of the vehicles and supporting infrastructure for those modes of travel. For ridesharing and mobility management, it also includes the staff that supports the programs enabling carpool and vanpool creation and operation, and the delivery of mobility management programs.

Solano County has an established and diverse Transit and Rideshare System serving a countywide population of 424,000¹. Over 175,000 Solano residents work outside their home. The Transit System serves all trip purposes and a significant portion of commute trips. Between 2009 and 2013, 18% ²of working Solano residents travelled to work by ridesharing, bus, train, or ferry.

Transit services connect Solano to the adjacent Sacramento and Bay Area regions via limited-stop buses on highways (I-80, I-680, Highways 12 and 29). Passenger rail service stops at a station in the center of the county (Suisun City). Passenger ferry service connects Vallejo and San Francisco daily. Thousands of carpools and vanpools travel daily to and from points in Solano and beyond.

Ridership has been increasing on Solano transit services overall. The seven intercity SolanoExpress bus routes delivered over one million passenger trips in FY 2013-14. The Vallejo San Francisco Bay Ferry (SF Bay Ferry) carried over 800,000 riders and 162,000 passengers

¹ Census, 7/1/13

² American Community Survey, 2013

boarded the Capitol Corridor at the Suisun City train station. Carrying over 2,700 riders on 230 vanpools on a daily basis, Solano commuter vanpools carry the equivalent of over one million passenger trips annually. The thousands of daily Solano commuter carpools carry the estimated equivalent annual ‘ridership’ of over seven million³.

In addition to intercity bus, ridesharing, rail and ferry, intercity paratransit and other services for seniors and people with disabilities have been developed to maintain mobility and independence in this growing segment of the population. All of these services’ success is in large part due to supporting local infrastructure such as park and ride lots, High Occupancy Vehicles (HOV) lanes, and passenger station facilities. Transportation services are also delivered by the private sector. All private transit services use public roadways and some use other public facilities as well. Public policy has some limited impact on private transportation services and these services are discussed in brief.

The discussion of existing services is organized in the following manner.

- Intercity Bus Service
- Transit Facilities of Regional Significance
- Ridesharing/Park and Ride Lots
- Passenger Rail
- Ferry
- Intercity Paratransit Service/Mobility Management

Within each section there is a description of existing services along with the services’ performance, capital resources, financial status, and governance/partnerships/plans.

Intercity Bus

Intercity public transit service in Solano County is provided by four of the Solano County transit operators, as well as by Napa’s VINE Transit and YoloBus. SolanoExpress consists of seven intercity bus routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that serve the areas with the highest travel demand, offer a higher level of service than the other intercity transit services and carry the most riders. Rio Vista Delta Breeze and SolTrans offer additional limited intercity bus service. Dixon Redit-Ride offers an intercity ADA paratransit service to neighboring cities. Privately operated intercity bus services are also delivered.

The discussion below begins with the SolanoExpress services followed by a discussion of all the other services.

³ Local and intercity

SolanoExpress

FAST and SolTrans operate SolanoExpress intercity bus service, which connect cities within Solano County to one another, as well as to regional destinations, including Davis, Sacramento, the Vallejo Ferry Terminal, and three East Bay BART stations. Each of the seven SolanoExpress routes provide a headway (time between buses) of one hour or less during the peak commute times, except for Route 30 and Route 40. Rt. 30 operates seven roundtrips on weekdays all during the peak periods except one midday trip. Rt. 40 operates 9 roundtrips on weekdays only during the peak periods.

FAST operates four intercity routes (Routes 20, 30, 40 and 90) that run primarily along the I-80 corridor with destinations within Solano County and in Contra Costa, Yolo and Sacramento counties. FAST's coverage extends from three BART stations in Contra Costa County to downtown Sacramento. This includes Rt. 40 service along the I-680 corridor from Vacaville to BART servicing Fairfield and Benicia en route. All four routes operate Monday-Friday. Three routes (Rt. 20, 30 and 90) operate on Saturday as well. Rt. 20 operates between Fairfield and Vacaville. Rt. 30 operates weekdays from Fairfield to downtown Sacramento (with stops in Vacaville, Dixon and Davis). Rt. 30 Saturday service does not extend to Sacramento as connections to YoloBus service are available. Rt. 90 operates between Fairfield and El Cerrito del Norte BART station.

The three SolTrans SolanoExpress routes (Rts. 78, 80, 85) primarily serve the southern portion of the County with connections to the Vallejo Ferry Terminal, three Contra Costa BART stations, and points along the I-780 corridor. Via Rt. 85, SolTrans operates the only transit connection between Vallejo and Fairfield. All services operate Monday-Saturday. Rts. 78 and 80 provide limited service on Sunday.

SolanoExpress Route Performance

For the third year in a row, in FY 2013-14, SolanoExpress carried over 1 million passengers. The farebox recovery ratio (the ratio between the revenue generated from passenger fares and the cost to operate the route) for SolanoExpress routes was between 26% and 68% in FY 2013-14. With few exceptions, California transit systems⁴ are required to meet a farebox ratio of at least 20%. All SolanoExpress routes have been highly productive and exceeded this requirement. The two dominant SolanoExpress routes both operate on I-80 and connect Solano to BART stations. SolanoExpress SolTrans Route 80 (Vallejo to El Cerrito del Norte BART) achieved a farebox ratio of 68% carrying over 450,000 riders in FY 2013-14. SolanoExpress FAST Route 90 (Fairfield/Suisun City to El Cerrito del Norte BART) achieved a farebox ratio of 50% carrying over 240,000 passengers the same year.

⁴ Transportation Development Act (TDA)

Figure 1 shows the ridership and farebox ratios for each SolanoExpress Route.

Figure 1 SolanoExpress Ridership and Farebox Ratio

Route	FY 11-12 Farebox Ratio	FY 12-13 Farebox Ratio	FY 13-14 Farebox Ratio	FY 11-12 Ridership	FY 12-13 Ridership	11-12 to 12-13 Ridership Change	FY 13 -14 Ridership	12-13 to 13-14 Ridership Change
FAST 20	35%	31%	40%	51,896	51,135	-1.5%	50,540	-1.2%
FAST 30	32%	29%	32%	46,544	47,883	2.9%	52,077	8.7%
FAST 40	29%	27%	34%	40,699	43,502	6.9%	46,578	7.1%
FAST 90	50%	49%	50%	240,279	252,837	5.2%	243,271	-3.8%
SolTrans 78	19%	25%	26%	88,754	86,677	-2.3%	80,729	-6.9%
SolTrans 80	51%	74%	68%	432,840	446,110	3.1%	453,809	1.7%
SolTrans 85	37%	36%	30%	152,432	97,964	-35.7%	84,197	-14.1%
Systemwide Ridership				1,053,444	1,026,108	-2.6%	1,011,201	-1.2

SolanoExpress Capital

Fleet: SolanoExpress has 47 buses that are owned and operated by FAST and SolTrans. FAST operates 19 higher capacity Over the Road (OTR) buses and two older 40' buses on four intercity routes. The SolTrans intercity bus fleet consists of 25 higher capacity OTR coaches and one diesel-electric hybrid. All SolanoExpress buses are equipped with accessible features (e.g., lifts, dedicated seating) in compliance with the requirements of the Americans with Disabilities Act (ADA). Farebox equipment to accommodate Clipper was installed and operational in the fall of 2014 on all SolanoExpress routes. An Automated Vehicle Locator (AVL) system that provides passengers a 'Find your ride' feature is available on FAST/SolanoExpress routes and is planned for SolTrans/SolanoExpress routes in 2016. In addition, all SolanoExpress buses have the capacity to accommodate one or more bicycles and most have luggage storage compartments. While in good condition, the majority of these vehicles were purchased between 2001 and 2003 and nearing the end of their recommended lifecycle.

SolTrans Bus Yard Rehabilitation

SolTrans expanded and improved their bus operations and maintenance facility. A Compressed Natural Gas (CNG) fueling facility is an element of this project. Work was completed in 2015.

SolTrans Curtola Parkway Park and Ride Improvements

This heavily used Park and Ride (PNR) is undergoing an expansion and reconfiguration to create a full-featured transit center. Construction began in 2014 and was completed in 2015. The new facility provides 590 parking spaces, 6 bus bays, 20 EV parking stations and improved passenger amenities such as 24-hour security. Regional bridge toll revenues are funding this project.

SolanoExpress Routes Funding

While the SolanoExpress routes are operated by two transit agencies, they deliver transit service throughout the county by connecting all Solano cities, except Rio Vista. SolanoExpress routes are funded by nearly all of the transit operators, the County of Solano, STA, and bridge toll funds obtained by STA through the Bay Area Toll Authority. An Intercity Transit Funding (ITF) Agreement is annually negotiated through the Intercity Transit Funding Working Group using an adopted methodology. The agreement focuses on three principles – stability, efficiency and flexibility. The first ITF agreement was negotiated for FY 2006-07 and it has been used since to determine the cost-sharing of SolanoExpress routes. SolTrans, Dixon Read-Ride, FAST, Vacaville City Coach, and the County of Solano all contribute to the SolanoExpress network and as a result, significantly participate in service policy decisions. The agreement also includes service design standards and direction to specify performance benchmarks that will be used to design and evaluate the intercity services. This is discussed in greater detail in the I-80/I-680/I-780/SR 12 Transit Corridor Study section below.

To be included in the Agreement, a route must meet all five of the following:

- 1) Operates between two cities (except between Fairfield and Suisun City where local service is provided by FAST)
- 2) Carries at least 2,000 riders per month
- 3) Operates at least 5 days per week
- 4) Has been operating for at least a year and is not scheduled for deletion within the fiscal year, and
- 5) Maintains service that meets at least one of the performance benchmarks identified in the I-80/I-680/I-780/SR 12 Transit Corridor Study (i.e., service productivity, cost efficiency, and cost effectiveness).

Intercity transit costs are shared among jurisdictions using a formula that is based on two factors; ridership by residence and population. This shared funding is for the cost of SolanoExpress routes after farebox and other non-local revenue are taken into account. The resulting net cost is shared among the participating jurisdictions based on 20% of their population share and 80% of ridership by residence. The cost of all seven SolanoExpress routes in 2013-14 was \$8.1million. TDA, RM2 and passenger fares are the primary revenue sources funding the SolanoExpress operations.

Other Intercity Public Transit Services

Dixon Rendi-Ride

Dixon Rendi-Ride is a general public dial-a-ride service operating primarily within City limits Monday-Saturday. All vehicles are equipped with lifts. Dixon Rendi-Ride owns nine cutaway vans. For ADA-certified paratransit riders, Dixon Rendi-Ride offers intercity paratransit service to the neighboring cities of Vacaville and Davis in Yolo County.

Rio Vista Delta Breeze (RVDB)

Rio Vista Delta Breeze operates three intercity routes. Routes 50, 52 and 54 provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, and Pittsburg/Bay Point BART. All intercity routes have headways of greater than one hour and as a result do not meet the criteria for participating in the SolanoExpress Intercity Transit Funding agreement. Route 50 provides weekday service from Rio Vista and Isleton to Fairfield and Suisun City. Route 52 connects Rio Vista to Antioch and the Pittsburg/Bay Point BART station with one trip in each direction each weekday. Route 54 is Dial-a-Ride shuttle that provides out-of-town service once a week upon request. Route 54 connects Rio Vista and Isleton with a destination city area that alternates between Fairfield/Suisun City, Vacaville, Antioch/Pittsburg, and Lodi each week. RVDB owns four cutaway vans and one standard van.

SolTrans

SolTrans operates two additional intercity routes (one a 2015 pilot program) that are not part of the core SolanoExpress service. Route 200 supplements the Vallejo Ferry service under an agreement with the Water Emergency Transportation Authority (WETA). Rt. 200 is an express bus service from Vallejo Ferry Terminal directly to the San Francisco Ferry Building. Route 200 provides five weekday roundtrips and one roundtrip on Saturday and Sunday. At the beginning of 2015, SolTrans began Rt. 20 as a one-year pilot program; Rt. 20 connects Benicia and Vallejo primarily along surface streets in contrast to the existing limited-stop, freeway-based Rt. 78.

Napa VINE Transit

VINE Transit operates two weekday routes connecting Napa County to Solano County. VINE Rt. 29 serves Vallejo connecting it to nearly every city in Napa County. VINE Rt. 29 operates along Hwy 29 from Calistoga to El Cerrito del Norte BART station via St. Helena, Yountville, Napa, American Canyon, and the Vallejo Ferry Station. In July 2013 VINE Rt. 21 began connecting Napa with Fairfield and Suisun City. Rt. 21 operates primarily along Hwy 12 with service to the Suisun City Amtrak Station, Fairfield Transportation Center (FTC), and various points in the city of Napa.

YoloBus

Yolobus operates one route into Solano County. Rt. 220 makes three roundtrips daily connecting Vacaville to Winters and Davis via I-505 and Russell Blvd. Rt. 220 operates Monday-Saturday.

Governance/Partnerships/Plans

Consortium

The organizational structure for collaborative intercity transit service planning is the SolanoExpress Intercity Transit Consortium (Consortium) which is described in the Joint Powers Agreement (JPA) of the STA. STA hosts and staffs the SolanoExpress Intercity Transit Consortium, which meets on a monthly basis. The SolanoExpress Intercity Transit Consortium consists of representatives from each of the Solano County transit agencies, STA, Solano Napa Commuter Information (SNCI) and the County.

Coordinated Short Range Transit Plan

In addition to the above mentioned efforts to coordinate intercity and SolanoExpress bus service, the STA and the Solano County transit operators completed the first Coordinated Short Range Transit Plan (SRTP), which was adopted by the STA Board in September 2013. The Coordinated SRTP came from a recommendation from Metropolitan Transportation Commission (MTC)'s Transit Sustainability Project (TSP) as a way to promote interagency transit service planning, capital planning and fare coordination in Solano County. An additional recommendation regarding ADA paratransit service coordination was made by MTC; however this task was addressed separately in the Mobility Management Plan, which will be discussed later in this document.

The Coordinated Short Range Transit Plan identifies the current conditions for each of the three areas studied (Service Planning, Fare Coordination, and Capital Planning Coordination), makes findings related to best practices, and recommends that the Consortium consider the following recommendations for service planning, fare coordination and capital planning coordination.

Service Planning:

- Service Planning Coordination: Interagency service coordination is conducted through the Consortium and the Intercity Transit Funding Working Group. No recommendation.
- Schedule Change Calendar: Establish common schedule change dates of July 1 and January 1 of each year.

- Discuss procedures to establish a common schedule change timeline for purposes of inter-operator schedule coordination.
- Operators may make changes to routes and schedules that do not affect established inter-operator connections at any time.

Fare Coordination:

- Designate Clipper⁵ as the coordinated intercity fare media accepted by all Solano County transit operators.
- Designate “upgrade” and “express” categories for intercity routes and set Clipper fares based on value of intercity service delivered.
- Provide discounts for frequent travel using pre-paid monthly Clipper passes.
- Give local fare credit for local transfers to/from intercity routes using Clipper and define a common transfer validity period.
- Define common eligibility for age based Clipper discounts.

Capital Planning Coordination:

- Join SolTrans in assessing feasibility of transitioning diesel buses to CNG.
- Continue to use CalACT to minimize the cost of van and shelter procurements and to standardize paratransit fleets.
- Review fare collection technologies and needs in light of the implementation of Clipper and identify opportunities for joint procurement.
- Establish an annual review of all procurement needs for the next 18-24 months.

Transit Corridor Study

In conjunction with the Coordinated SRTP, STA and the Solano County transit operators initiated an I-80/I-680/I-780/SR 12 Transit Corridor Study. The goals of the Transit Corridor Study were to establish performance benchmarks so that the intercity bus service attains its core principles of service stability, efficiency and feasibility, and to examine past and forecasted demographic and land use data to propose alternative service recommendations to improve the performance of intercity bus routes.

Currently, the intercity transit operators employ metrics and standards to evaluate service performance in the context of each agency’s internal goals and objectives. The Intercity Transit Funding Agreement developed by the operators and the STA requires the specification of performance measures and benchmarks for the seven intercity bus routes included in the Agreement. The Transit Corridor Study has developed a set of intercity transit performance benchmarks (Figure xx) based on best practices and to ensure sustainability of intercity services over the long-term for consideration by the Consortium and the STA. These performance

⁵ Clipper began to be implemented by Solano County operators in Fall 2014

benchmarks were approved by the Consortium and adopted by the STA Board in September 2013.

The current FY 2012-13 effectiveness and efficiency performances, as well as the performance benchmarks, are depicted on Figure XX. The lighter color represents performance below the benchmark, while the darker represents performance exceeding the benchmark. Figure XX indicates that Routes 80 and 90 are high performing and productive services. Both routes continue to experience annual ridership increases. However, the table also indicates inconsistent service effectiveness and productivity in general. The Transit Corridor Study evaluated these findings and identified service alternative recommendations to enhance service for intercity and inter-county travel with better connections to local service.

Figure XX SolanoExpress Routes Performance
(FY 2012-13)

			FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST
			20	30	40	78	80	85	90
Service Productivity Measures		Benchmark							
Passengers per Vehicle Revenue Hour	Performance	25.0	14.1	10.8	7.1	8.5	25.5	13.1	16.2
Passengers per Trip	Performance	15.0	6.9	9.4	8.8	8.2	15.8	12.0	14.8
Passengers per Vehicle Mile	Performance	1.0	0.6	0.3	0.2	0.4	0.7	0.4	0.5
Peak Corridor Demand (Hourly Demand / Capacity)	Performance	85.0%	42%	52%	40%	42%	88%	35%	66%
Capacity Utilization (Passenger Miles / Seat Miles)	Performance	35.0%	11%	18%	15%	14%	20%	15%	27%
Cost Efficiency Measures		Benchmark	20	30	40	78	80	85	90
Cost per Vehicle Revenue Hour	Performance	\$125.00	\$106.68	\$119.94	\$103.95	\$105.73	\$107.06	\$99.34	\$116.68
Cost per Vehicle Revenue Mile	Performance	\$5.00	\$4.31	\$3.40	\$3.43	\$5.39	\$3.01	\$3.29	\$3.38
Cost per Revenue Seat Mile	Performance	\$0.10	\$0.08	\$0.06	\$0.06	\$0.10	\$0.06	\$0.06	\$0.06
Cost Effectiveness Measures		Benchmark	20	30	40	78	80	85	90
Subsidy per Passenger Trip	Performance	\$3.50	\$5.65	\$7.31	\$10.36	\$9.01	\$1.31	\$5.48	\$2.94
Revenue per Revenue Seat Mile	Performance	\$0.04	\$0.02	\$0.02	\$0.02	\$0.03	\$0.04	\$0.02	\$0.04
Farebox Recovery Ratio (STA)	Performance	50%	25%	34%	29%	28%	69%	28%	59%
Farebox Recovery Ratio (RM2 RC)	Performance	30%	N/A	34%	29%	N/A	N/A	N/A	N/A
Farebox Recovery Ratio (RM2 RAD)	Performance	20%	25%	N/A	N/A	28%	69%	28%	59%

Scale:

Performs Worse than Benchmark	Performs Just Below Benchmark	Performs Better than Benchmark
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In December 2014, the STA Board approved the “public review and input process for Phase 2...to forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2.” Option B consists of three all-day, frequent routes and one peak period only route, designated by color:

- Green Line-Operating from Sacramento and Davis via I-80 and I-680 to Walnut Creek BART Station.

- Blue Line- Operating from Suisun City via Hwy 12, I-80, Hwy 37 and then Mare Island Way and Curtola Parkway to I-80 and El Cerrito del Norte BART Station.
- Red Line – Operating from the Vallejo Ferry Terminal via Curtola Parkway, I-780, Military (Benicia) and then via I-680 to the Walnut Creek BART Station.
- Navy Line - A peak period only route provides additional express service from Fairfield and Vacaville to Sacramento.

Key features of the proposed Option B service alternative for the SolanoExpress system is that it will create the enhanced ability to travel between Solano County cities quickly primarily on the freeway and that there will good connections with the Vallejo Ferry and BART. Service will be frequent throughout the day and into the evening. Some of the key stops need to be created and some existing locations should be upgraded. A new station is proposed at Kaiser Dr. and Suisun Parkway near Solano Community College and business parks. Improvements along the I-680 corridor bus stops in Benicia and Fairfield (Cordelia) are proposed.

As part of the December 2014 action, the STA Board authorized the release of a Request for Proposal (RFP) for the Transit Corridor Study Phase 2 and the Coordinated SRTP.

Intercity Bus Ridership Studies:

An on-board passenger survey is conducted every two to three years on the SolanoExpress bus routes and selected local transit routes. The most recent Intercity Ridership Survey was conducted in 2014. These surveys are stipulated in the Intercity Transit Funding agreement. The survey is needed to collect key data needed for the Intercity Transit Funding (ITF) agreement cost-sharing formula. These surveys create an opportunity to collect additional data and monitor the SolanoExpress routes beyond regular ridership counts. STA manages these ridership studies in coordination with the transit operators.

Clipper: Clipper is a reloadable electronic card used to pay for transit fares on multiple Bay Area transit systems throughout Solano County and the Bay Area. It is a plastic card embedded with an electronic sensor that keeps track of the value loaded onto the card. It can hold passes, discounts, multi-ride ‘tickets, and transfers from multiple participating transit operators, as well as cash value that passengers may load onto it. The three major Solano transit operators began to accept Clipper in the Fall of 2014.

Private and Specialized Intercity Bus Services

Along with the public transit services described above, private bus services operate in Solano County. Private transit services range from general public inter-state services to specialized, intercity services. Some use public facilities such as Park and Ride lots to pick-up passengers or to connect with public transit.

- Employer commuter buses: A few large companies in the Bay Area provide their own buses for their employees to ride for free directly from various pick-up locations to the employment site. At least one employer uses two Solano park and ride lots to pick-up their employees.
- Greyhound: This international⁶ bus service stops at the Suisun City Amtrak Station several times a day; there is no Greyhound staff at the station. It also stops daily in north Vallejo. Buses have lifts and can accommodate wheeled mobility devices. Buses also have restrooms, power outlets and Wi-Fi, storage for luggage, and guaranteed seating. Tickets may be purchased on-line.
- Megabus: A nationwide bus service with limited stops travels on I-80 through Solano County without stopping. The nearest stops are in Sacramento and Oakland. The buses are ADA compliant, have restrooms and Wi-Fi, storage for luggage, and reclining seats. Tickets may be purchased on-line and seats guaranteed.
- Airporters: These door-to-door services for individual or groups 24 hours a day, 7 days a week. A variety of national brand and local-owned airporter services connect Solano to San Francisco, Sacramento, Oakland and San Jose airports. Many also serve Travis AFB airport.
- VA Medical Shuttles: The Veteran's Administration (VA) operates a regular free shuttle to transport VA patients between area medical clinics. The shuttle runs on a schedule and reservations must be made. In Solano, it serves Travis AFB and Mare Island clinics and stops at the Vallejo Transit Center and will stop at the Davis St. park and ride in Vacaville on request. The shuttles also travel to locations beyond the county such as Martinez and Sacramento clinics.
- Entertainment and Professional Sports Shuttles: Large entertainment locations that are in somewhat difficult places to travel to often have limited-stop bus service to attract patrons. Several of them pass through and/or have stops in Solano to pick-up passengers at park and ride lots. These include several Indian game casinos, wine tours, and Tahoe-bound buses. There is at least one professional football fan bus with service on game days picking up passengers at a Solano park and ride lot.
- Non-Emergency Medical Transportation (NEMTs): Several companies offer door-to-door specialized transportation particularly for those who need assistance such as a wheelchair or lift. These services are available countywide making local, inter-city, and inter-county trips.

Transit Facilities of Regional Significance

Transit services need a variety of facilities to support their operations. Facilities are needed as locations for passengers to centrally access the system, as locations to transfer among transit services, as well as to house, fuel, and service the vehicles and operational staff. Some facilities perform more than one of these functions. There are dozens of transit facilities throughout

⁶ Greyhound travels throughout the US and to Canada and Mexico

Solano county varying in size, function and capacity in Solano County.

In 2008, the STA Board approved a definition of Transit Facilities of Regional Significance (TFORS) which is proposed for updating. While there are facilities beyond those identified as regionally significant, the discussion in this section will focus on TFORS.

Transit Facilities of Regional Significance (TFORS) include public facilities that are used by public transit passengers, as well as carpool and vanpool passengers. TFORS are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of one hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Along with updating the STA Board's approved definition of TFORS in 2008, the approved list of Solano facilities is provided as Table xx and shown in Figure YY:

Table 3: Transportation Facilities of Regional Significance

Facility Name	Location	Description	Transit Services
Passenger Stations			
Dixon Transportation Center	275 N Jefferson St at West B St (Dixon)	Owned by the City of Dixon. A 114 space park and ride lot with a transportation center and platform to accommodate future Capitol Corridor service. Currently, there is no passenger train service commitment	Dixon Redit-Ride. No intercity bus service. Park and Ride for carpools and vanpools, and location for ADA In-Person Assessments
Fairfield Transportation Center	2000 Cadenasso Dr (Fairfield)	Owned by the City of Fairfield. A multimodal transit center with 10 dedicated bus bays, a covered passenger waiting area, 2 electric vehicle charging stations and administrative office building. Buses and pedestrians are separated from auto traffic. 640 surface and structure parking spaces.	FAST, SolTrans/SolanoExpress Rio Vista Delta Breeze, VINE, private bus, casual carpool, Park and Ride
Fairfield/Vacaville Intermodal Station	Peabody Rd and Vanden Rd (Fairfield)	Planned and funded train station and platform for Capitol Corridor service. The facility will include a 350-space surface parking in Phase I.	FAST to plan connective transit service
Suisun City Train Depot	177 Main St at Lotz Way (Suisun City)	Owned by the City of Suisun City. An unstaffed ⁷ by Amtrak train station and platform that serves the Capitol Corridor, but do not sell Amtrak tickets. Bus bays, enclosed passenger waiting area, bike lockers, and short-term parking are on-site. Across the street, there is a 306-space park-and-ride lot with 3 electric charging stations and an on-street bus shelter.	Capitol Corridor, FAST/SolanoExpress, Rio Vista Delta Breeze, Greyhound, VINE, Park and Ride

⁷ The Solano Mobility Call Center staffs the station weekdays.

Facility Name	Location	Description	Transit Services
Vacaville Transportation Center	Allison Dr at Ulati Dr (Vacaville)	Owned by the City of Vacaville. A multimodal bus transfer station with 10 covered bus bays, real-time bus arrival signage, 200 parking spaces, and 20 dedicated vanpool parking spaces. The site is powered by a solar photovoltaic system that provides 100% offset of electrical charges. Phase II is adding ____ surface parking spaces.	Vacaville City Coach, FAST/SolanoExpress, YoloBus, Park and Ride
Vallejo Ferry Terminal	289 Mare Island Way at Georgia St (Vallejo)	Owned by the City of Vallejo. It functions as a bus and ferry terminal with a ticket station, café, passenger waiting area, and Visitor's Bureau. Bus traffic is not separated from auto traffic. Bus shelters and benches located on both sides of Mare Island Way. A 900-space parking lot and City-owned parking structure with 4 electric charging stations is located across the street from the Ferry Terminal. Paid parking. Pedestrian paseo connection to Vallejo Transit Center.	San Francisco Bay Ferry, SolTrans, VINE, Park and Ride, private bus
Vallejo Transit Center	311 Sacramento St (Vallejo)	Owned by SolTrans. A multimodal bus transfer facility with 12 bus bays, 91 parking spaces, 20 bicycle lockers, covered passenger waiting area, and an administration building. Pedestrian paseo connection to Vallejo Ferry Terminal.	SolTran/SolanoExpress, VA Medical Shuttle
Solano 360 Transit Center	Solano County Fairgrounds	Future express bus and park and ride lot serving transit on I-80 and SR 37.	
Solano Collage	Suisun Valley Road and Business Center Drive	Future express bus center providing access to the main campus of Solano Collage	
Passenger Transfer Sites (bus)			
Benicia Industrial Park Bus Hub	Park Rd and Industrial Rd (Benicia)	Newly-constructed facility to accommodate ____ cars and ____ bus bays plus passenger shelters and space for a mobile food service vendor.	FAST/SolanoExpress, Park and Ride spaces

Facility Name	Location	Description	Transit Services
Curtola Park and Ride	Curtola Parkway (Vallejo)	Owned by SolTrans. Existing intercity bus transfer site with 592 parking spaces, transit platform, electric charging stations, restrooms, vending kiosk and security office	SolTrans/SolanoExpress, casual carpool, Park and Ride, private bus
Davis Street Park and Ride Lot	782 Davis St at I-80 (Vacaville)	Owned by the City of Vacaville. Intercity bus transfer site with a 250 space Park and Ride lot and 4 electric vehicle charging stations	FAST/SolanoExpress, YoloBus on Saturdays only, VA Medical Shuttle/on request, Park and Ride
Dixon Park and Ride Lot	Market Ln and Pitt School Rd (Dixon)	Owned by the City of Dixon. Intercity bus transfer site, bus shelter, and 90-space Park and Ride lot.	Dixon Read-Ride, FAST/SolanoExpress; private bus, Park and Ride
Sereno Transfer Station (Vallejo)	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Owned by SolTrans. An off-street, bus-only facility without auto parking. Six bus bays and covered passenger waiting area	SolTrans, VINE
Park and Ride Lots			
Existing Park and Ride Lots	Existing Park and Ride Lots <u>not co-located with other facilities</u>	Benicia – East Second Street – 15 spaces Benicia – Downtown Park – 40 spaces Fairfield – Red Top Road - 214 Spaces Fairfield – Oliver Road – 178 spaces Rio Vista – Front and Main – 10 spaces Vacaville – Leisure Town – 45 spaces Vacaville – Cliffside – 125 spaces Vacaville – Bella Vista – 201 spaces Vallejo – Hiddenbrooke – 25 spaces* Vallejo – Benicia Road – 13 spaces Vallejo – Magazine Street – 19 spaces Vallejo – Lemon Street – 64 spaces	

Facility Name	Location	Description	Transit Services
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Fairfield – Gold Hill Rd Fairfield – Kaiser Rd/Suisun Parkway	
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.			
Support Facilities (bus, ferry, rail)			
SolTrans Bus Maintenance yard	1850 Broadway (Vallejo)	Owned by City of Vallejo; leased to SolTrans. Maintenance and storage yard for SolTrans local and intercity buses. Undergoing major improvements and expansion in 2015.	
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory St (Fairfield)	Owned by the City of Fairfield. Maintenance and storage yard for FAST local and intercity buses and other City vehicles	
San Francisco Bay Ferry Maintenance and Fueling Station	Bldg 477 Nimitz Ave on Mare Island (Vallejo)	Owned by WETA. Ferry maintenance facility and fuel station. Being relocated on Mare Island to Bldg 165 in 2015.	
Mare Island Strait	Waterway between Mare Island and Downtown Vallejo	Dredged by WETA to maintain adequate depth for SF Bay Ferry.	
Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carquinez Strait.	

Ridesharing

Ridesharing (carpooling and vanpooling) has long been a popular commute option for Solano residents. For Solano residents, it has been the most popular way to commute other than driving alone. Between 1998 and 2005, 18-25% of commuters were carpool or vanpool users.

With over 25,000 residents regularly carpooling or vanpooling, the 2013 American Community Survey found that Solano County continues to boast the highest carpool/vanpool mode share by percentage (15%) in the Bay Area. Solano County has traditionally had the highest rate of ridesharing in the nine county Bay Area.

In addition, Solano residents have traditionally had the longest average commute as compared to the rest of the Bay Area while not having a bus or rail system as robust as other locations. Studies have shown Solano residents value cost-effective transportation. Carpooling and vanpooling are typically the most affordable of all commute modes. Many carpools and vanpools benefit further by saving time using HOV lanes in Solano and neighboring counties along the I-80 and I-680 commute corridors⁸ as well as on bridge tolls. They are also highly flexible to match a wide range of destinations and work schedules and in this way complement bus, ferry, and rail transit which need to serve high volume corridors to be productive.

Carpools: Carpools are arranged for a group of two or more people using a private car for commuting. They can all be traveling to work, or to a variety of destinations. There may be regular drivers, or driving may rotate among all participants. Carpools are typically a pre-arranged group established through a variety of means including ridematching services such as Solano Napa Commuter Information (SNCI), at “casual carpool” pick-up locations, or informally through family, friends, and co-workers. ‘Casual carpooling’ will be further discussed later. Carpoolers share the cost of travel. Besides saving money, carpools often enjoy the benefits of metered ramp by-pass lanes, HOV lanes, bridge toll reductions and priority parking locations.

Vanpools: Vanpools are composed of 7 to 15 persons “including the driver, which is maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing.”⁹ The driver(s) is a commuter as well and the vehicle remains parked during the workday. Drivers and riders typically make a month-to-month commitment, and casual riders do not participate. Commute cost is shared by all riders although drivers (who are fellow commuters and not paid) typically ride at no cost. According to the California Vehicle Code, vanpool drivers (primary and back-up) are required to have a defined good driving record and pass a defined physical exam but do not need a special license. There are other requirements intended to ensure vehicle and passenger safety. Vanpooling is typically most successful for commutes at least 20 miles one-way and the most cost-effective. The vanpool group decides the route, pick-up points and other operational details.

Some of the major commuter vanpool travel corridors are from multiple cities in Solano County to SFO airport (for airlines maintenance facility employees) in San Mateo County (day/evening/night shifts seven days a week), to San Francisco and the East Bay. Vanpools often provide service where it is difficult for transit to deliver direct service such as from Sacramento County locations to Travis AFB, from the East Bay to Vacaville, and from Solano to

⁸ Contra Costa and Alameda counties are, respectively, the top two destination counties outside Solano for Solano residents

⁹ CA Vehicle Code vanpool definition

Pleasanton.

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools (described below). Few are employer vanpools. In FY2013-14, over 230 vanpools travelled into, from or through Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. The 234 Solano vanpools represented 42% of all registered vanpools in the nine-county Bay Area. SNCI supports 185 of those vanpools. Solano's 234 commuter vanpools carry the equivalent of over 1.3 million passenger trips annually.

There are three general types of vanpools: owner-operated, leased, and employer-sponsored.

Owner-operated (O/O) vanpools: An individual commuter owns (or purchases) a van and uses it for vanpooling. The owner, or someone else, may drive the vehicle. The owner is responsible for maintaining, insuring, fueling, collecting monthly fare payments and handling other aspects of operating a vanpool. Some of these duties may be delegated to regular members of the vanpool. The vanpool may recruit passengers directly or with assistance from their employer or public ridematching organization.

Leased vanpools: An individual or organization leases a van from a private company specializing in leasing commuter vanpools. The leasing company owns, insures, maintains, collects the monthly fares, completes background checks on the drivers, etc. One or more commuters in the vanpool are selected to drive the van based on their interest, driver and medical records. The drivers and riders share the cost of the lease, fuel, tolls and other expenses. Riders are recruited through a variety of methods.

Employer-sponsored: An employer owns a vanpool(s) for their employees use to commute. The employer would insure, maintain, subsidize and possibly fuel the vanpool vehicle. The driver and riders may pay a fare or it may be fully subsidized.

Solano/Napa Commuter Information (SNCI)

Carpool/Vanpool matching service:

SNCI is a program of the Solano Transportation Authority. It is an established service operating since 1979. It has multiple functions and provides ridematching services focusing on Solano and Napa counties.

SNCI's services are free and available to the public who may request service by calling in, going on-line or visiting the STA/SNCI. SNCI also outreaches to the community directly as well as to employers and other organizations. By using a Bay Area regionwide ridematching database, SNCI can find potential carpool or vanpool partners for individuals or groups of individuals.

People may also go on-line to perform this function as well as through SNCI's website. SNCI may also ridematch for travel to the Sacramento region.

SNCI assists individuals and organizations start new commuter vanpools as well as support existing vanpools. In FY 2013-14, SNCI started 29 new vanpools. Typically maintaining an existing vanpool is easier than starting a new vanpool so efforts are focused in this area. SNCI advises new vanpools of regulatory requirements and assists them in meeting them such as running driver background checks and confirming the drivers meet the requirements before allowing them in the ridematching database. Medical exam documentation is provided and financial reimbursements to defray the cost of an exam. Assistance with recruiting passengers is provided through the ridematching system and often through further outreach.

For several years, SNCI has provided three incentives for vanpool: the New Driver Incentive, the Vanpool Start-up Incentive, and the Back-up Driver Incentive. New drivers can receive up to \$300 in free gas cards and backup drivers can receive up to \$100 in free gas cards. For new vanpools with 70% passenger occupancy, SNCI will provide a start-up subsidy up to \$250 per empty seat while drivers are recruiting new passengers. SNCI will also reimburse up to three drivers per vanpool (1 primary driver and 2 backup drivers) for up to \$75 of their required biannual medical exam.

SNCI conducts outreach and marketing throughout the year to recruit carpool and vanpool passengers and drivers as well as to offer their broader multi-modal services. Marketing and outreach is focused in Solano and Napa counties. Outreach methods include working with local employers and partnering with other organizations, tabling at dozens of community events each year, maintaining display racks throughout the two county area, print and media advertising, special campaigns such as Commute Challenges, and more.

Casual carpools: Some carpools are "casual", meaning that they form at the start or end of the commute day when a driver with capacity drops by a designated location looking for passengers travelling to downtown San Francisco. With three people in a vehicle during peak hours, this allows the driver to access the HOV lane along I-80 and cross bridges faster and at a reduced-cost; the passengers enjoy the same benefits. Casual carpooling has been popular in the Bay Area for decades. San Francisco designates an area in the vicinity of the Transbay Terminal along Beale St. to facilitate the return trip via casual carpooling as well. There are two casual carpool pick-up locations that have established themselves in Solano County. One is at the Fairfield Transportation Center and the other is at the Curtola PNR in Vallejo. Various websites¹⁰ have provided information on Casual Carpool locations, etiquette and a forum to share information among users such as concerns, lost and found, etc.

¹⁰ www.sfmta.org; www.sfcasualcarpool.com; www.ridenow.org are some examples

Park and Ride Lots There are 20 designated Park and Ride lots in Solano County that serve individuals who utilize carpool and vanpool services, as well as local and intercity bus passengers. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

The 20 Park and Ride lots in Solano County provide over 3,800 spaces for transit users, vanpools and carpools. All parking is free except the parking structure and surface lot at the Vallejo Ferry Terminal/Vallejo Transit Center. Some of these lots are located within a transit facility described above. The Park and Ride lot locations, their capacity, connections to transit and amenities are shown in **Figure 4**.

Figure 4: Park and Ride Lots

City	Location	Capacity	Electric Charging Stations	Bike Parking	Lighting	Transit Services
Benicia	East Second St & East S St	15	No	No	Yes	
	Park Rd & Industrial Way (on street pkg)	10	No	No	Yes	FAST
	Downtown	40	No		Yes	
Dixon	Market Ln & Pitt School Rd	90	No	Yes	Yes	Dixon Read-Ride FAST, Private bus
	N. Jefferson & West B St	114	No	Yes	Yes	Dixon Read-Ride Potential future Capitol Corridor rail service
Fairfield	Red Top Road & I-80	214	No	Yes	Yes	Private commuter bus
	Fairfield Transportation Center (Cadenasso Dr)	640	2	Yes	Yes	FAST, Rio Vista Delta Breeze, VINE, SolTrans
	Oliver Road & I-80 (at Hartford)	178	No	No	Yes	

Rio Vista	1 Main St	10	1	No	No	Rio Vista Delta Breeze
Suisun City	Suisun City Train Depot (Main St & Lotz Way)	306	3	Yes	Yes	Capitol Corridor, FAST, Rio Vista Delta Breeze, Greyhound, VINE
Vacaville	Cliffside Dr and Mason St	125	No	No	Yes	
	Davis Street & I-80	250	4	Yes	Yes	Vacaville City Coach, FAST, Yolobus-Saturdays, VA Medical Shuttle (on request)
	Bella Vista & I-80	201	8	Yes	Yes	
	Vacaville Transportation Center (Ulati Dr & Allison Dr)	245	No	Yes	Yes	Vacaville City Coach, FAST, Yolobus-weekdays
	Leisure Town Rd & I-80	45	2	No	Yes	
Vallejo	Benicia Road & I-80	13	No	No	No	
	Curtola Pkwy & Lemon	592	No	Yes	Yes	SolTrans
	Lemon St & Curtola	64	No	Yes	Yes	SolTrans
	Magazine St & I-80	19	No	No	Yes	SolTrans
	Vallejo Transit Center & Vallejo Ferry Terminal Pkg Structure (Sacramento St.) and surface parking (Mare Island Way & Georgia St)	900	4	Yes	No	San Francisco Bay Ferry, SolTrans, VINE, VA Medical Shuttle, Private bus

Passenger Rail

Solano County is served by the Capitol Corridor route via one stop centrally located in Suisun City. The Capitol Corridor route serves the Bay Area and Sacramento regions seven days a week. There are a total of 30 weekday trips (15 westbound and 15 eastbound daily) and 22 weekend trips all of which make a stop in Suisun City. All trips connect downtown Sacramento and Jack London Square in Oakland. Service to Auburn to the east of Sacramento and San Jose south of Oakland is provided on a less frequent schedule. Davis and Martinez are the closest stations to Suisun City, and there are a total of 17 stations¹¹ along the full Capitol Corridor route.

The Capitol Corridor service is operated by the Capitol Corridor Joint Powers Authority (CCJPA) and contracts service to Amtrak. The Capitol Corridor service provides direct connections to a variety of regional, statewide and national transportation systems. The Martinez station is served by the Amtrak San Joaquin¹² route, the Richmond station is served by BART, and the Sacramento and Emeryville stations are served by multiple Amtrak routes including the Coast Starlight route¹³ and the California Zephyr cross-country service to Chicago. Amtrak's Coast Starlight and California Zephyr routes travel through, but do not stop, in Solano County daily.

An Amtrak bus feeder service has stops in Vallejo daily¹⁴. This daily bus feeder service travels between the Martinez Amtrak station and Humboldt County via Vallejo, Napa, Sonoma County, and Highway 101.

The Capitol Corridor train station in downtown Suisun City is located adjacent to Highway 12, connected to downtown Fairfield by a pedestrian overcrossing, and at one end of the Central County Bikeway. The station is served by FAST local and SolanoExpress bus service, Rio Vista Delta Breeze, and Napa VINE bus service. Greyhound also serves the station and is one of only two Greyhound stops in Solano County. Although unstaffed by Amtrak rail personnel, there is a ticket kiosk to purchase tickets before boarding. Passengers may also purchase tickets on-line or on-board the train. The Suisun City train station is staffed by the STA's Solano Mobility Call

¹¹ San Jose, Santa Clara (2), Fremont, Hayward, Oakland(2), Emeryville, Berkeley, Richmond, Martinez, Suisun City/Fairfield, Davis, Sacramento, Roseville, Rocklin, Auburn

¹² Bay Area to Bakersfield Amtrak service

¹³ Seattle to LA coastal Amtrak service

¹⁴ Denny's-Vallejo and Discovery Kingdom Main Entrance

Center which provides transportation and transit information as well as Clipper Card sales. Bicycle lockers with electronic locks allowing multiple users are managed by a regional private company and available for purchase at the Call Center or on-line. Across Main Street there is a park and ride with over 300 parking spaces.

Capitol Corridor passenger cars meet the accessibility requirements of the Americans with Disabilities (ADA) Act. Wheelchair lifts are available on every train, two designated spaces per train car for passengers in wheelchairs, and ADA accessible bathrooms are available to passengers on the lower deck of each car. Each car also has room for between 3 and 13 bicycles to be stored inside on the lower deck of the car

Performance:

Capitol Corridor carried 1.40 million passengers in FY 2013-14, a 1.1% increase from the previous year. Revenue decreased slightly by 0.03% compared to FY 2012-13. Capitol Corridor remains the third busiest corridor in the national Amtrak system. In FY 2013-14, Capitol Corridor achieved an on-time performance of 95% and a farebox ratio of 51%.

The Suisun City Train Depot/Amtrak Station has historically been one of the best performing unstaffed Amtrak stations with approximately 162,000 trips¹⁵ in 2014 and generated \$1.9 million in passenger revenue.

Capital:

The Capitol Corridor and San Joaquin Corridor¹⁶ share a combined fleet of 20 locomotives and 84 bi-level passenger coaches and Café cars. A train set includes 1 locomotive and 4 to 5 passenger cars, one of which also serves as a food service car. Each train set has the capacity to carry 320 to 350 passengers.

Existing passenger information displays providing train number and destination information will be upgraded beginning in FY 2014-15 with more modern video and audio messaging and announcements. This upgraded system will also support inductive hearing devices and

¹⁵ Amtrak, www.thegreatamericanstations.com

¹⁶ The San Joaquin service operates multiple trips daily between the Bay Area and Bakersfield serving 15 stations including Richmond, Martinez, Antioch, Stockton, and Fresno.

compliant video and audio messaging. All train cars have power-plugs and complimentary Wi-Fi for basic email and web-browsing while streaming is prohibited.

The Capitol Corridor runs on tracks owned by the Union Pacific Railroad (UPRR) that run for 41.5 miles from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carquinez Straits. The bridge across the Carquinez Straits is located between the two Benicia-Martinez bridges but is a lower lift bridge. The bridge rises for shipping traffic as needed causing occasional delays to trains.

The railroad tracks between the Carquinez Straits and Suisun City are fairly straight and primarily at-grade through wetlands with few at-grade crossings. Being in the wetlands, sections of the tracks flood during heavy storms that occur every few years. From Suisun City to Davis, the tracks are also fairly straight and after leaving Fairfield allow the train to operate at high speeds until the next stop miles away in Davis. There are multiple at-grade crossings in Fairfield, Dixon, Elmira and across numerous other unincorporated County roads. The railroad is primarily double track, but in some areas has additional tracks to provide access into industrial parks. The Capitol Corridor and Amtrak's other passenger services share the track with freight trains.

Funding:

The Capitol Corridor is funded by passenger fares and a variety of State and Federal funding sources. In FY 2013-14 the operating expense was \$58 million.¹⁷ With a farebox recovery rate of over 50%, passenger fares generated \$29.2 million with the balance (\$28.4 million) being funded by the State.

CCJPA has over \$95 million in capital projects programmed or underway. These range from track maintenance and improvements, Wi-Fi enhancements, and to station bicycle storage improvements. These projects are funded by RTIP, STIP, Prop 1A HST, and Prop 1B.

Governance/Partnerships/Plans:

The CCJPA Board governs the operation of the Capitol Corridor service. The Board is a partnership among the six local transportation agencies in the eight county service area which shares the administration and management of the Capitol Corridor. BART provides day-to-day

¹⁷ CCJPA Business Plan, Jan. 2015

management support to the CCJPA. Two STA Board members sit on the CCJPA Board. Capitol Corridor services are developed with input from the riders, private and public sector stakeholders, along with the partners who help deliver the Capitol Corridor service - Amtrak, the Union Pacific Railroad, Caltrans and the various agencies and communities that make up the Capitol Corridor.

The November 2014 CCJPA Vision Plan outlines the short-, medium- and long-term goals for Capitol Corridor. In the short-term (0 – 10 years) and medium-term (10 – 20 years), CCJPA intends to implement service frequency expansion or extension at both ends of the route. Other short-term improvements will improve the service for Solano County passengers, including improvements to the Wi-Fi network communications infrastructure and bicycle facilities on board trains and at stations. Medium-term amenities include continued improvements to Wi-Fi, ticketing, bicycle facilities, and customer service communications.

CCJPA's long-term vision emphasizes Capitol Corridor's integration with the State and regional transportation system, including coordinated connections with other transit operations, increasing service frequency and investigating express and limited service options. CCJPA also envisions improved safety and higher overall operating speeds with the anticipated installation of Positive Train Control (PTC).

Finally, the Capitol Corridor will address the effects of sea level rise on Capitol Corridor and UPRR infrastructure. A higher percentage of CCJPA's capitalized maintenance budget is currently used in marshy areas, such as the Suisun Marsh, than in other segments of the corridor. As sea levels rise, this will cause groundwater tables to rise, higher tides and storms that have a higher reach, all of which will impact vulnerable areas along the Capitol Corridor route. CCJPA will work with member agencies and partners to develop long-term strategy and policies to mitigate and adapt to anticipated impacts. In Solano County, CCJPA recommends elevating the track through the Suisun marsh to maintain function against rising sea levels.

New Solano Rail Stations:

A second rail station in Solano County has been approved in northeast Fairfield and will be known as the Fairfield/Vacaville Train Station. It will be located at the intersection of Peabody Rd and Cement Hill/Vanden Rd which is the convergence of two major arterials connecting Fairfield and Vacaville. The station will be located within a mile of Travis Air Force Base and nearby a variety of development including existing and future industrial, housing, schools, and mixed-use development. This facility has received all necessary service commitments from Capitol Corridor and UPRR. Construction of necessary adjacent roadway and utility

improvements has largely been completed, with the new Peabody Road overcrossing opening for traffic in July of 2016. Construction of the platform and station has begun, and the first phase is projected to be completed in 2017. Additional passenger amenities and access are planned for a second phase.

In 2011, the City of Fairfield completed a Fairfield Station Specific Plan and amended it in 2012. The Specific Plan identifies a mix of land-uses in the vicinity of the train station that are mostly undeveloped at this time. Land uses could accommodate 6,800 new dwelling units as well as commercial and industrial uses. Numerous pedestrian and bicycle paths are planned with connections to the train station.

The City of Dixon desires a station in their community. The City of Dixon has made several significant investments, including the construction of a station platform, a transportation center, and a grade separated undercrossing for bicycle and pedestrian activity. However, beyond the Fairfield/Vacaville station Capitol Corridor has not made any further commitments to servicing additional station stops in Solano County.

Solano Rail Facilities Plan: In March 2014, the STA launched the Solano Rail Facilities Plan to evaluate the demand for freight facilities, additional passenger rail stations along the Capitol Corridor, and new passenger rail opportunities between Napa and Solano counties. In addition, the Plan will consider investment opportunities to improve safety throughout and to combat the effects of sea-level rise. The plan identified that approximately 15-25 freight trains per day travel through Solano County. The UP tracks in Solano are along the most direct route from the Port of Oakland and destinations eastward. The Plan has a ten-year horizon (to 2025) and has been approved by the STA Board.

Ferry Services

WETA - San Francisco Bay Ferry

Solano County has enjoyed passenger ferry service between Vallejo and San Francisco since 1986. The ferry's ridership increased dramatically following the 1989 Loma Prieta earthquake. In the 1990s, the City of Vallejo began purchasing high-speed ferryboats and ridership continued to grow. Since 2012 this ferry service is one of several Bay routes identified as the San Francisco Bay Ferry. The San Francisco Bay Ferry provides service to nine terminal locations in the Bay, and the Vallejo Ferry Terminal is the only terminal in Solano County.

On weekdays, the ferry runs 11 round trips to and from San Francisco (10 in the winter). On the weekends, three trips are provided. The 30-mile one-way trip takes 60 minutes. The ferry service is supplemented by an express non-stop bus service (SolTrans Route 200) that directly connects the Vallejo Ferry Terminal and the San Francisco Ferry Building. Water Emergency Transportation Authority (WETA) contracts with SolTrans directly for Rt. 200 service. The travel time is comparable in large part because of the 21 miles of peak period HOV-3 lanes and HOV-3 exclusive, reduced-toll lane on the Bay Bridge. SolTrans Route 200 makes 5 daily roundtrips on weekdays and one roundtrip on weekends.

From Vallejo, there is daily service to the San Francisco Ferry Building and Pier41. Seasonally, there is service to AT&T Park and to Angel Island.

The Vallejo Ferry Terminal offers passengers a ticket purchasing location, an indoor and outdoor waiting area, and bicycle lockers. A covered gangway and float makes boarding convenient. Short- and long-term parking is available nearby in parking lots and a 750 space parking structure. Public and private buses serve the Vallejo Ferry Terminal.

Performance:

The Vallejo service makes up about 40% of the San Francisco Bay Ferry's total system ridership. Despite its popularity, the Vallejo service was severely impacted by the recession combined with fare increases resulting in a ridership decrease of 22% from FY 2006-07 to FY 2010-11. While all ferry routes' ridership decreased, Vallejo's recovery lagged behind the others. However, the Vallejo service has rebounded as it exceeded 825,000 passenger trips in FY 2013-14, a 15.9% increase from the previous year and a level comparable to pre-recession ridership.

This improved performance continued into the first half of FY 2014-15. Ridership through December 2014 was 438,211 passengers tracking slightly above the previous year's ridership. For the same time period, the Vallejo Ferry's farebox recovery ratio of 57% was the highest of all four ferry routes operated by WETA.

In FY 2014-15, WETA's capital budget of \$157 million will rehabilitate, repower and replace ferryboats as well as to improve maintenance facilities and terminals. This also includes service expansion projects in Alameda, Contra Costa and San Francisco. In Vallejo, the North Bay Operations and Maintenance Facility on Mare Island is one of WETA's largest capital projects at \$30 million.

The vast majority of the revenue (\$114 million) for capital projects is from Federal and State funds. In addition, bridge tolls provide a not insignificant share at over \$36 million while local sales tax revenue from Alameda and San Francisco contribute funding too.

Capital

The Vallejo-San Francisco ferry route typically operates using four high-speed ferry vessels. These ferryboats are exclusively assigned (and identified) for this route. The ferryboats were built between 1991 and 2004 and have an average lifecycle of 25 years. The ferryboats' passenger capacity ranges from 267 to 349. They are all wheelchair accessible and have space for bicycles.

As of January 2015 the Clipper card became the primary method of fare payment for adults. Daypasses and monthly passes were discontinued. One-way cash fares for adults remain available although the Clipper fare is highly discounted in comparison. Reduced rates for youth, seniors and people with disabilities remained without the need to use Clipper.

The Vallejo Ferry Terminal is located at 289 Mare Island Way in downtown Vallejo and is staffed by WETA and SolTrans personnel. The Terminal is owned by the City of Vallejo while the dockside facilities are owned by WETA. The ferry terminal shares a City-owned parking structure with the Vallejo Transit Center operated by SolTrans. There is also hourly and daily surface parking along the waterfront. Parking fees have been implemented at the daily surface parking and the parking structure. The parking structure was constructed, and is maintained, by the City of Vallejo. Various parking payments options are available including pay machines in the parking lots and structure or through an on-line parking application.

As noted earlier, under contract with WETA, SolTrans operates complementary Rt. 200 bus service between the Vallejo Ferry Terminal and the San Francisco Ferry Building. The Vallejo Ferry building is also served by local and intercity SolTrans routes, Napa's VINE, and private bus services such as Napa wine tour shuttles.

The ferry maintenance and fueling facilities for the Vallejo service are currently located in the former Mare Island Naval Shipyard Building 477. However, WETA is planning to build a new North Bay Operations and Maintenance Facility at the historic Building 165 also within the former Mare Island Naval Shipyard. The new facility will include an administration office, maintenance shops, fueling, berthing space and passenger loading facilities. Passenger loading and unloading will occur on existing trips departing Mare Island en route to Downtown San Francisco.

Landside construction is expected to be completed by Summer 2015. To begin work on the waterside portion of the project, a lease with the Navy is needed and the lease is expected to be finalized in the Spring of 2015. All permits for waterside construction have been received.

The Vallejo ferry basin requires dredging approximately every three years to remove silt build up that would otherwise prevent ferries from operating in the area. WETA manages the dredging needed in Vallejo and other areas in the Bay Area where their ferries operate.

Funding:

WETA's total FY 2013-14 operating expenses for four ferry services and administration were \$18 million. The Vallejo-San Francisco ferry operating expense was the highest of the four services at \$8.7 million. This reflects the longer distance the Vallejo ferry travels. The other three ferry services to San Francisco originate in Alameda/Oakland, Harbor Bay (Alameda County) and South San Francisco. Overall, passenger fares generated over \$8.5 million in revenue resulting in a farebox recovery rate of over 47%. Bridge tolls in the amount of \$9.4 million covered the majority of the balance of the operating costs.

Governance/Partnership/Plans:

The San Francisco Bay Ferry is the brand name for the services managed by the Water Emergency Transportation Authority (WETA). State enabling legislation (SB 976) passed in 2007 expanded the then Water Transit Authority (WTA) to become WETA which included the

operation of the ferry service between Vallejo and San Francisco.¹⁸ The transition from the City of Vallejo to WETA was completed in 2012.

WETA has a Board of five members, three who are appointed by the Governor, one appointed by the Speaker of the Assembly and the other by a State Senate Committee. Since WETA's operation of the Vallejo Ferry service, the Governor's appointments have included a resident from Vallejo. WETA contracts operations and its current operator is the Blue and Gold Fleet.

WETA has developed plans and coordinates with multiple regional and local governments on terminal and maintenance facility improvement projects and potential expansion projects. The North Bay Operations Maintenance Facility Project in Vallejo is the only one in Solano County

WETA is responsible for coordinating and providing ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. WETA's Emergency Water Transportation System Management Plan complements and enhances existing plans for transportation response.

The 2012 WETA Short Range Transit Plan proposed several system-wide marketing and communication efforts in order to simultaneously sustain existing service and expand operations, including targeted marketing, use of social media and expanded outreach to boost ridership; partner with Blue and Gold Fleet to improve system efficiency and effectiveness; and potential fare increases.

Sacramento River Ferries¹⁹:

Caltrans operates and maintains two car ferries in Solano County. These are both located in the Sacramento Delta north of Rio Vista. Both operate 24 hours a day, seven days a week and are free of charge. Each of these ferries extend a State highway. These ferries primarily serve recreational and agricultural vehicles; there is no significant housing or industry on Ryer or Grand Island.

¹⁸ The "Vallejo Ferry" had previously been operated by the City of Vallejo's/Vallejo Transit service. In 2011 Vallejo Transit merged with Benicia's transit and become SolTrans.

¹⁹ CalTrans website, March 2015

The Real McCoy II Ferry is located 2 miles north of Rio Vista extending SR 84/ River Road across Cache Slough to Ryer Island. This ferry has scheduled crossings every 20 minutes: on the hour, 20 minutes after the hour and 40 minutes after the hour. The Real McCoy II is 88-feet long by 38-feet wide and can carry up to eight vehicles. The Real McCoy II replaced the smaller Real McCoy 1 in 2011 after 65 years of service.

The J-Mack Ferry extends SR-220 across Steamboat Slough connecting East Ryer Island and Grand Island in Sacramento County. It is a 400 foot, three-minute ride. Boat operators are on duty 24 hours a day to provide service to motorists and individual passengers. The J-Mack is a cable drawn ferry and can accommodate up to 6 vehicles.

The new ferries have suffered frequent service/mechanical issues, and are often out of service.

Intercity ADA and Mobility Management Services

The Americans with Disabilities Act (ADA) of 1990 required that all public transportation systems that deliver fixed route service to the general public to also make accommodations to ensure that people with disabilities can use and access the same or comparable service. Over the past 25 years, transit vehicles have been purchased and facilities been retrofitted and/or designed to comply with ADA. Even with these changes, some individuals are still unable to use fixed route services due to a disability²⁰. ADA paratransit service is shared ride, advanced reservation, origin-to-destination service for ADA-certified people with disabilities who are unable to use fixed route public transit service. The service is to be operated the same days and during the same span of service. FAST and SolTrans provide the vast majority of intercity fixed route service in Solano County and as a result they operate the majority of intercity paratransit service. There are other intercity paratransit services for ADA-eligible individuals that will also be discussed.

FAST operates intercity fixed-route bus service to Vacaville, Dixon, Benicia, Davis, Sacramento, and three BART stations in Contra Costa County. Most of these (Routes 30, 40 and 90) are limited stop, commuter services which ADA regulations do not require comparable ADA paratransit service. FAST meets their ADA obligations for Rt. 20 (Fairfield-Vacaville) by providing intercity ADA paratransit service to the Vacaville Transportation Center (VTC) and exceeds it by taking many passengers beyond this transfer location and directly to their destinations at medical facilities (Kaiser Permanente and Vaca Valley Hospital medical center). FAST handles westbound ADA paratransit trips by meeting SolTrans at Solano Community College where passengers transfer to SolTrans Paratransit.

SolTrans operates intercity fixed-route bus service to Fairfield, and to three BART stations in Contra Costa County via Routes 78, and 80. ADA paratransit comparable service is required. SolTrans Paratransit travels to Fairfield (Solano Community College) for paratransit trips east by arranging transfers to FAST's DART service. ADA paratransit trips to Contra Costa County and points south are handled by SolTrans Paratransit service to a transfer point in the I-80 corridor where a transfer is made to a Contra Costa County transit provider depending upon which one is the most appropriate. Given the relatively high expense of intercity paratransit trips, in FY 2014-15 SolTrans reviewed its intercity paratransit transfer operations and policies and approved changes to be implemented in 2015.

²⁰ Disabilities may be physical or cognitive, permanent or temporary. Generally, the disability may limit a person's ability to travel to/from a bus stop, board/disembark a fixed-route bus, and/or ride a large bus with others.

Napa VINE operates regular fixed route service between Vallejo and Napa County. Therefore, VINE operates comparable ADA paratransit service and picks up ADA paratransit riders from a transfer point in northern Vallejo.

In addition to the above intercity ADA paratransit services that are required, there are ADA services operated by Dixon Rendi-Ride, the Rio Vista Delta Breeze, the County of Solano, and a countywide ADA intercity taxi program that began in 2009. The origins, and projected future, of the ADA intercity taxi program will be discussed after describing the Dixon Rendi-Ride and Rio Vista Delta Breeze ADA-eligible services.

Dixon Rendi-Ride ADA service: Although Dixon Rendi-Ride primarily is a local general public dial-a-ride wheelchair accessible service, it also operates an intercity service to connect ADA-certified Dixon residents to its neighboring cities of Vacaville and Davis in Yolo County. Like the overall Dixon Rendi-Ride service, it is operates on an on-demand basis. Once in Vacaville and Davis, it takes riders to the passengers' destination or to paratransit transfer locations.

Rio Vista Delta Breeze: The Delta Breeze operates a general public intercity deviated-fixed route bus service between Rio Vista and the Fairfield/Suisun City area as well as to other cities outside Solano County. All vehicles are wheelchair accessible. For ADA certified passengers, the Delta Breeze provides reduced fares, a free ride for a personal care attendant (PCA) and deviation priority.

County of Solano: Since 2009, the County of Solano has provided intercity paratransit service to residents of the unincorporated area through private services as needed. The management of this service was recently transferred to the STA in February 2015.

Intercity Taxi Scrip Program: The countywide ADA Intercity subsidized Taxi Scrip Program began in 2010 and is only for ambulatory ADA certified passengers as of early 2015. This service exceeds ADA requirements and provides a reduced (subsidized 85%) fare, same day, curb-to-curb 24/7 taxi service between cities as well as Travis Air Force Base (TAFB) and the rural areas of Solano County. This taxi service offers a one-trip option in comparison to one or more transfers between ADA paratransit services throughout the county. When this service began, future phases were intended to expand the service to non-ambulatory ADA certified riders. The initial phase has been limited to ambulatory ADA riders only because Solano taxi companies' vehicles could not accommodate wheelchairs.

A brief history of ADA paratransit service prior to 2010 is helpful to understand the current status of paratransit services. Until mid-2009, Solano Paratransit provided intercity paratransit service among the northern Solano county cities²¹ and to/from Vallejo. Vallejo Transit RunAbout (prior to SolTrans'²² formation in 2011) provided intercity service for Vallejo and Benicia with connections to East Bay transit services and Fairfield. Solano Paratransit had been operated by FAST, managed by the STA, and jointly funded by the STA and the northern county transit operators and the County of Solano.

FAST decided to discontinue operation of Solano Paratransit in early 2009. FAST, under its DART Paratransit service, limited its intercity paratransit operation to between the Fairfield/Suisun City area to Vacaville and to Solano Community College (SCC) where riders would transfer to Vallejo RunAbout (now SolTrans) for travel west. Rio Vista Delta Breeze deviated fixed-route service would handle ADA certified riders between Rio Vista and other cities and Dixon began their ADA intercity service as described above.

The new operating structure resulted in more transfers for intercity ADA paratransit riders. To offer an option with fewer transfers, more direct service and more flexibility in terms of reserving a ride as well as span of service, the ADA Intercity Taxi Scrip Program was launched in 2010. This was accomplished as a joint effort among the five transit operators and the County of Solano. It was limited to ambulatory ADA certified passengers only because of the equipment limitations of the taxi companies. This service has been popular with users.

Since its inception five years ago, there have been some modifications. The City of Vacaville initially administered the program. The program administration was transferred to the County of Solano. In December 2013, the County requested STA to explore delivering the intercity paratransit/ADA Intercity Taxi Scrip Service. The STA conducted a feasibility study to evaluate the viability and options of the STA taking over administration of the intercity paratransit program. Based on this analysis, the STA Board authorized STA to transition and manage the Intercity ADA Taxi Scrip/paratransit service. A contracted project manager was selected in late 2014 and the program was transferred to the STA from the County in February of 2015. The Intercity Taxi Scrip Program operations and performance will be monitored and analyzed to optimize its performance and identify opportunities to expand to serve non-ambulatory ADA-certified riders.

²¹ Fairfield/Suisun City, Vacaville, Dixon, Rio Vista, and the surrounding unincorporated area

²² SolTrans formed in 2011 as the consolidation of Vallejo Transit (including Vallejo RunAbout paratransit services) and the Benicia Breeze transit services.

ADA Paratransit services are for people with disabilities that specifically limit their ability to use fixed-route transit. Many, but not all, of these individuals are seniors. Many other seniors have mobility challenges less serious but also worthy of addressing. In 2011, the STA completed a countywide Transportation Study for Seniors and People with Disabilities. Over the course of the study period, a great deal of outreach to seniors and people with disabilities was conducted through focus groups and surveys to identify their transportation challenges followed by a discussion and prioritization of solutions.

Between 2004 and 2012 a series of Community Based Transportation Plans (CBTPs) were conducted throughout the county (Dixon, Vallejo, Suisun City, Fairfield, and Vacaville). These studies focused on the transportation needs of the low-income population in these communities. The process was similar to the Transportation Study for Seniors and People with Disabilities and included substantial community outreach.

The findings and priority projects of the Transportation Study for Seniors and People with Disabilities and the CBTPs were often similar. While there were requests for more service, there were numerous priority projects related to an interest in more information and assistance in riding transit and understanding the range of transportation services. Driving oneself, and by family and friends, was acknowledged as an important and desired mode of travel during the aging process.

Mobility Management: Mobility Management is a set of services and programs intended to improve mobility for Seniors, People with Disabilities and the low-income population. With the wealth of information collected from the Transportation Study for Seniors and People with Disabilities and the five CBTPs, in 2012 the STA embarked on the development of the county's first countywide Mobility Management Plan.

The Solano Mobility Management Plan identified existing services and programs, explored potential partnerships, and analyzed how to address mobility needs in Solano County in a cost effective manner. In April 2014, the STA Board approved the Solano County Mobility Management Plan.

The Solano Mobility Management Plan addresses four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs.

1. *Countywide In-Person ADA Eligibility Program:* STA, in partnership with the Solano County transit operators, launched a Countywide In-Person Americans with Disabilities Act (ADA) Eligibility Program in July 2013. The paper-based application was replaced with a more personalized in-person process that eliminates the need to obtain medical verification. A vendor specializing in ADA assessments was contracted to administer the Program on behalf of the Solano County transit operators and is consistent with the ADA federal requirements for certification. The primary goals of the Countywide In-Person ADA Eligibility Program are to make more accurate ADA eligibility determinations, ensure availability of services for passengers who truly need the service, and to promote alternative transportation modes for people who might be able to use fixed route and other transportation options.
2. *Countywide Travel Training/Transit Ambassador Program:* STA, in partnership with the Solano County transit operators, began developing a Countywide Travel Training program/Transit Ambassador Program. The program will provide residents with resources so that they can become familiar and comfortable with traveling on their local transit system and/or making intercity transit trips. Varieties of travel training include: group training, one-on-one individualized training, peer-to-peer training and self-instruction. This program will build upon existing travel training programs, such as Vacaville's Travel Training Program and services provided by Independent Living Resources and Connections for Life. Elements of the Countywide Travel Training/Transit Ambassador Programs began rolling out in 2014. A Transit Ambassador Training was held in 2014 for potential Transit Ambassadors for FAST and SolTrans. A Transit Ambassador Program Manual was developed. A Rider's Guide (English and Spanish) and an instructional video for each transit operator²³, will be completed in 2015. Two non-profits specializing in Transit Training for people with cognitive disabilities and physical disabilities will expand their Transit Ambassador programs to assist trainees who need to more intensive training. Through a contract with the STA, Transit Training will be provided for Dixon, Rio Vista and the unincorporated area as well as for referrals from FAST and SolTrans for more intensive training
3. *One Stop Transportation Call Center and Website:* The Solano Napa Commuter Information (SNCI), a program funded and operated by STA, was expanded to become the Solano Mobility Call Center in 2014. SNCI has operated as a call center and provided wide range transportation information, including local and regional transit, carpooling and ridematching, vanpools, alternative commute incentives, taxi scrip programs, bicycle and pedestrian information and trip planning. As the Solano Mobility Call Center, the Call Center staff has been trained to understand a wider range of transportation options they are able to offer broad information or specifics such as transit trip planning and schedules. Clients speak to live operators who tailor the information given to the specific needs of the client including seniors, people with

²³ Excluding Vacaville City Coach which has an existing program

disabilities and low-income residents. These services include not only public transit services, but also non-profit and private transportation services. The Call Center also is an agent for the Regional Transit Discount Card program and provides Clipper, Senior Clipper and youth Clipper cards.

A Mobility Management website (i.e. One-Stop Transportation Website) was launched in early 2015. This provides Seniors, people with disabilities, and low-income residents with information about all the non-traditional transportation services and programs available in Solano County, such as volunteer driver programs and the Intercity Taxi Scrip program. In addition, the website includes links to the transit, mobility management programs, and travel training brochures and guides that are distributed to the public and informational videos about all the transit and non-traditional transportation options available.

4. *Senior Driver Safety Program Information:* The purpose of the Older Driver Safety Program Information is to house all the available information on older driver safety programs, tests and workshops in one place for the County's older drivers. The Call Center and Website will also maintain and update a database and referral center for relevant information for older drivers and their families.

Finally, the Mobility Management Plan recommends that the STA evaluate mobility management service delivery structure options for Solano County. Consolidated Transportation Service Agencies (CTSAs) are the most common model in California. The goal of CTSAs is to promote the coordination of social service transportation for the benefit of seniors, people with disabilities and low-income individuals. The STA conducted a separate analysis on mobility management structural models and benefit of CTSA designation. The analysis concluded that CTSAs are the most appropriate model for delivering mobility management programs. The STA Board approved the STA's designation as the CTSA for Solano County in June 2014, which was subsequently approved by the Metropolitan Transportation Commission (MTC) in September 2014.

State of the System Summary

Solano County has an established and diverse intercity transit system. Solano public transit operators' intercity buses not only connect Solano cities, but also Solano's neighboring Sacramento region and San Francisco Bay Area counties. Many of these bus services radiate from Fairfield which is mid-point (45 miles) between downtown Sacramento and San Francisco. SolTrans, on the edge of the urban Bay Area, carries the highest volume of intercity bus passengers primarily to/from the BART system in the East Bay. Additional intercity bus services

are delivered by smaller Solano transit operators and transit operators from neighboring counties.

Carpooling and vanpooling play a key role in Solano's transit system as these are the most popular commute modes after driving alone. Solano's proximity to the job-rich urban Bay Area and Sacramento combined with relatively low housing costs have made long-distance commutes commonplace and ridesharing popular with Solano residents. Carpooling and vanpool are individually operated which offers a great deal of flexibility for service locations, days and times cost-effectively. They complement publicly operated, higher capacity transit services such as intercity bus, rail and ferry. Ridesharing often serves niche locations and shift times that are difficult to serve by bus productively. Carpools and vanpools use few public resources as the occupants share the operating and capital costs. Many long-distance ridesharers use public facilities such as Park and Ride Lots as meeting locations and parking for passengers during the commute and work period. Some ridesharers save time by using High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes on freeways and save money by reduced bridge tolls. The SNCI program supports ridesharers with its ridematching services, vanpool support services, outreach, and incentives.

Passenger rail service delivered by the Capitol Corridor gives Solano residents a reliable intercounty and interregional service seven days a week throughout the year. With the current one stop at the Suisun City Train Station, the Capitol Corridor service is centrally located to county residents and those destined to Solano County. This service has been growing since its inception in the 1990s. With 30 weekday roundtrips and 22 weekend roundtrips and 17 stations between Placer County and Santa Clara County primarily along the I-80/I-880 corridors, it is popular with commuters and travelers of all types. Suisun City maintains a park-and-ride used by many Capitol Corridor riders.

The Vallejo Waterfront to San Francisco ferry services seven days a week throughout the year is operated by the San Francisco Bay Ferry. It is the longest of several SF Bay Ferry routes. This ferry service is a direct connection to San Francisco avoiding multiple toll bridges crossing for drivers and transfers for bus/rail riders. It is the only ferry service in the northeast Bay vicinity with the next closest ferry services in Larkspur (Marin County) and Oakland/Alameda. The SF Bay Ferry will complete the landside construction of a maintenance facility on Mare Island in 2015. Vallejo Ferry riders use surface parking lots and a parking structure shared with SolTrans. Vallejo Ferry ridership is recovering after suffering for several years during the recent recession.

Intercity paratransit and other transportation services and programs for seniors, people with disabilities and the low-income have become of increasing importance. With the aging population increasing significantly as the Baby Boomers began reaching retirement in 2010, more attention has been focused on how this changes the type of demand for transportation. Solano has been modifying services and developing new programs to address these changing needs.

CHAPTER 4 – Transit and Rideshare Element Resources

Resources will be needed to maintain, modify possibly expand transit and rideshare services to meet the future mobility demands of Solano residents, employees and visitors. The amount resources will depend on numerous dynamic factors such as the level of basic demand, public policy goals at multiple levels, cost of service delivery and the mix of services and capital to support the services. Resources in this context refer to funding. Funding is needed to deliver vehicles, fuel, maintenance, drivers, support staff, and facilities operation, maintenance and construction. Funding is needed also for program staff, taxi fare subsidy and other program expenses. This section will focus of the existing and projected resources available for transit and rideshare services.

It's not all about the Benjamins– but they are important.



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of

Funding for transit and rideshare services is derived from a variety of sources ranging from the federal government to users. This discussion will be review the types of funding from the various levels (federal, state, regional, local, and user) primarily for intercity bus, rideshare, Intercity ADA Paratransit and mobility management programs. Although there are rail and ferry stops in Solano, these services are operated and funded by agencies outside of Solano.

Federal

Federal funding for transportation projects is determined by legislation approved by Congress and is periodically renewed. Federal transportation funding was guided by what was known as Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU) from 2005 until September 2012. SAFETEA-LU was originally intended to guide transportation funding for four years but was repeatedly extended. SAFETEA-LU continued some longstanding funding programs and created some new ones.

In 2012, a new two-year transportation bill was approved, known as Moving Ahead of Progress (MAP) in the 21st Century, or MAP-21. It authorized just over \$10.5 billion for each of the two years for public transit. Since MAP-21's original expiration date of September 30, 2014, Congress has enacted short-term extensions allowing the Federal Transit Administration (FTA) to continue its programs through the end of October 2015. In December 2015, a new five-year transportation funding bill was approved and became known as the FAST (Fixing America's Surface Transportation) Act.

FAST authorizes \$300 billion over five years through FFY 2019-20. Funding begins slightly above the MAP-21 level and increases 1-2% annually. There are some modifications as compared to MAP-21 but upon initial review there does not appear to be major increases or decreases for transit.

There are multiple types of federal transit funding which are designated for different purposes. With new federal transportation legislation, some funding programs stay the same while others are eliminated and added. Program funding parameters may be very specific or broad. Some are distributed by formula and others are competitive. Given the funding parameters, all transit operators do not receive all types of funding. Federal funds are generally used by Solano transit operators for local and intercity operating and capital projects and improvements, ADA paratransit service and capital, and mobility management programs.

The Urbanized Area (UZA) Formula Program (5307) was in both SAFETEA-LU and MAP-21 and has been a funding category since the 1980s; it remains in the FAST Act. These funds are for areas with a population of over 50,000 and may be used fairly broadly particularly for areas with a population of under 200,000. There are three UZA in Solano that qualify for 5307 funds: Vallejo/Benicia, Fairfield/Suisun City and Vacaville. Transit capital, operating (in some situations) and planning have been eligible expenses for SolanoExpress operators FAST and SolTrans. SolTrans has also received funds from the San Francisco-Oakland UZA for ADA Paratransit; this will discontinue beginning in FY 2014-15. Other than this last item, it is assumed that this operating assistance will continue to be provided and that the level of funding support for urbanized areas will modestly increasing under the FAST Act. .

The American Recovery and Reinvestment (ARRA) of 2009 augmented the FTA's 5307 program awarding \$17 million for several projects in Solano. The SolTrans maintenance facility renovation, the Vallejo Transit Center and Ferry downtown parking structure, FAST bus replacement and improvements, and Vacaville City Coach intermodal facility and bus replacement were all projects that received some of their funding from ARRA. All ARRA funds have been allocated.

The 5310 program (Transportation for Elderly Persons and Persons with Disabilities) was in both SAFETEA-LU and MAP-21. In MAP-21, what had been a separate funding program (5317 – New Freedom discussed below) was incorporated into the 5310 program. 5310 is a competitive funding program managed by the State. 5310 projects are intended to be for capital projects that will improve mobility for seniors and people with disabilities in traditional ways as required by ADA as well as nontraditional investments to improve mobility beyond ADA requirements. The STA's PCC capital projects applications from Solano County. Successful projects have primarily been vehicle replacements for non-profit organizations transporting people with disabilities, public paratransit vehicles providing service beyond ADA and related support

equipment such as radios. The 5310 program continues in the FAST Act. One change worth noting is that States and local government entities operating public transit services are clarified as eligible direct recipients of Section 5310 assistance

The Rural Transportation Assistance Funds (5311) program was similar to 5307 for non-urbanized areas. These formula funds have been directly distributed to Dixon Redit-Ride and Rio Vista Delta Breeze and used as operating assistance and capital projects primarily bus replacement. SolTrans and FAST have also received 5311 funding for operating SolanoExpress routes in rural areas. Solano Transportation Authority allocates this funding to Solano transit operators and submits to MTC for programming with Caltrans. 5311 funding continues under the FAST Act and the level of funding slightly increasing.

The Jobs Access Reverse Commute (JARC) (5316) Program funded projects that would address transportation challenges faced by welfare recipients and low-income people seeking to obtain employment as well as provide reverse primary commute route services. JARC was a distinct funding category in SAFETEA-LU but was subsumed into the 5307 and 5311 programs with MAP-21. MAP-21 changed JARC from a competitive to a formula funding process at the State level, but the projects were selected competitively at that point and had to be in a Coordinated Plan. JARC has funded Solano Lifeline projects and the Mobility Management program.

The New Freedom Program (5317) was a new and distinct program in SAFETEA-LU, but was incorporated into the 5310 program in MAP-21. The 5317 funds were for services to improve mobility for individuals with disabilities above and beyond Americans with Disabilities (ADA) requirements. The projects had to have been identified in an approved plan. New Freedom funds were used to fund Solano's Mobility Management Program.

A new program in MAP-21 continued in the FAST Act, the State of Good Repair (5337) program, has funded both FAST and SolTrans which will help with their share of the funding needed to replace the SolanoExpress bus fleet among other items. The STA Board approved an Intercity Bus Replacement Capital Funding Plan. Members of the Intercity Transit Funding (ITF) Agreement (discussed later) will contribute funds to replace the SolanoExpress fleet with funding also to come from the STA and possibly MTC.

The Surface Transportation Program (STP) has been the most flexible highway funding program and historically one of the largest single programs. States and metropolitan areas may use these funds for not only highway, bridge, pedestrian and bicycle infrastructure, but also transit capital projects, transportation demand management (TDM), and carpool projects. The amount of STP funds were increased in MAP-21 from SAFETEA-LU, however more programs were incorporated under the STP category most significantly bridges which previously had a set-aside. Congestion Mitigation/Air Quality (CMAQ) is another federal funding program limited to projects or programs that have a direct impact on reducing congestion or air pollutant emissions. MTC is the federal recipient of STP and CMAQ funds and manages the

distribution of these funds in the Bay Area. This includes additional “Eastern County CMAQ” funds derived from the portion of the Solano County in the Sacramento air basin and the funds are to be used for projects in eastern Solano County. Train stations and the Solano Napa Commuter Information rideshare program have received CMAQ funds. In recent years, STP/CMAQ funds have been distributed through MTC’s One Bay Area Grant (OBAG) process. Under the FAST Act, STP has been incorporated under a broader category – the new Surface Transportation Block Grant Program (STBGP) - and increases 1% annually. CMAQ funding remains at the same level to start with and increasing 1-2% annually; new projects have become eligible for CMAQ funding including port-related freight operations.

The TIGER (Transportation Investment Generating Economic Recovery) grant program invests in road, rail, transit and port projects that achieve national objectives. Since 2009, Congress has dedicated nearly \$44.6 billion for seven rounds of TIGER to fund projects that have a significant impact on the nation, region or metropolitan area. Seventy-one (71) transit projects have been funded representing 28% of total TIGER funding. TIGER projects tend to be multi-jurisdictional that are difficult to support through traditional DOT programs. The Capitol Corridor has received TIGER grant funding for capital improvements.

Earmarks: Since the 2005 CTP, there has been a change in the policy of earmarks. Until 2010, applications could be made directly to a federal or state agency, and the grant was in turn provided directly to the implementing agency. Members of Congress and Senators could “earmark” funds for specific projects in their districts. For the past five years federal funds have not been earmarked, and the Solano CTP is based upon the assumption that earmarking will not return.

The direction of federal transit funding has just recently been determined by the passage of the FAST Act in December 2015. Analysis of the bill has begun and details are emerging. With the passage of the FAST Act, long-term transportation funding will be known for the first time in ten years.

State

Transportation Development Act (TDA)-Local Tax Fund (LTF) Apportionments: TDA funds are derived from a countywide one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and bicycle and pedestrian purposes. This is a major source of funding for intercity, local and paratransit operations in Solano. TDA also supports the ADA Subsidized Intercity Taxi Program. TDA revenues were increasing until the 2008 economic downturn when they declined sharply and then gradually began increasing. Future TDA funding will be dependent upon local sales tax generation which is moving in a positive direction.

State Transit Assistance funds (STAF) are derived from taxes on fuel sales. STAF revenue tends to vary annually due to the variations in fuel sales. Some STAF is distributed by formula directly from the State to transit operators (revenue-based STAF). Population-based STAF is distributed through Metropolitan Transportation Commission (MTC) programs in the Northern Bay Area counties. There are various categories, but there is a fair amount of flexibility overall. Solano's population-based STAF is allocated to the STA and has been used for vehicle local match, intercity operating assistance, transit facilities, intercity transit planning, transit coordination, ADA paratransit, mobility management, and more. Future STAF revenue will depend on fuel sales and MTC programming policies.

The Prop 1B/PTMISEA (Public Transportation Modernization Improvement Service Enhancement Account) was created by the approval for a broader Transportation Bond in 2006. Over a ten year period ending with the final allocation in FY 2014-15, \$3.6 billion was made available statewide to transit operators for transit capital. PTMISEA funds were to be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account were appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population. Dixon Redit-Ride, SolTrans and FAST received funding from this program.

The State Transportation Improvement Program (STIP) funds projects that increase capacity on state roads. STIP funding is a mix of State, federal, and local taxes and fees. STIP is primarily used for roadway construction but may also be used for PNRs and multi-modal facilities that support the highway system. STIP funds have been used for rail and ferry facilities in Solano.

California's new Cap and Trade program has created a Greenhouse Gas Reduction Fund using proceeds from the state's cap-and-trade auctions. The Transit and Intercity Rail Capital Program (TIRCP) will help support transportation investments in clean, affordable and low-stress commuting and traveling options by improving the quality and reliability of public transportation choices. In its first year \$25 million was budgeted for 14 projects that were selected in 2015. In future years, the program will receive 10% of the Greenhouse Gas Reduction Fund revenues. There have been legislative efforts to increase the percentage of the funds directed to the TIRCP so far unsuccessful. Distribution of the funds is through a statewide competitive process and candidate projects must demonstrate GHG reduction among other criteria.

Regional

A portion of bridge toll revenue from the seven State-operated Bay Area bridges is allocated for transit capital and operating to reduce vehicular traffic congestion on these bridges. One program known as RM1 (or AB664) funds are intended to be used to match FTA funded transit

capital projects. SolTrans is a recipient of these funds managed by MTC. This program is expected to continue though MTC may modify the allocation criteria.

A second bridge toll funding program is Regional Measure 2 (RM2). RM2 funds are distributed to Solano County on a formula basis and can be used for projects that reduce bridge traffic. This includes intercity bus operations as long as the routes funded meet specific performance standards, i.e. established farebox recovery requirements. Solano receives approximately \$1.9 million annually from the RM2 “Regional Express Bus North Pool” which covers services that cross the Carquinez and Benicia Bridges. FAST and SolTrans are recipients of RM2 for delivering SolanoExpress services across these two bridges. RM2 is a stable source of funding that will not decrease. However, with an escalation rate of 1.5% annually it will not increase by much and for several years the escalation rate had been suspended.

In Solano, RM2 funds have also been used to construct multi-modal facilities, park and rides, rail stations, and Capitol Corridor rail improvements. Most of these projects have been completed and the others are under construction.

Both the Bay Area Air Quality Management district (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) have funds that can be spend on projects that reduce air pollutants emissions such as Solano Napa Commuter Information program. These funds are generated from vehicle registration fees in the county. The BAAQMD program is call Transportation Funds for Clean Air (TFCA), and has two components: regionally-competitive funds administered by BAAQMD staff and focused on projects with a regional impact, and CMA Program Manager funds, with projects selected and administered by STA. The YSAQMD Clean Air Fund program is guided by a Solano advisory committee, but recipients are selected by the YSAQMD Board. As a whole, this funding stream is expected to grow slowly. SNCI has consistently received funding from these programs and it is assumed this will continue in the future.

MTC’s Regional Rideshare Program (RRP) has funded a significant portion of the SNCI’s carpool/vanpool program for decades. MTC has decided to make major changes to the RRP which are expected to significantly reduce funding region wide and to the SNCI program after FY 2016-17.

Local

The seven SolanoExpress intercity transit services are funded through the Intercity Funding (ITF) Agreement since 2006. FAST and SolTrans operate the seven routes which serve all Solano cities except Rio Vista. Intercity transit costs are shared among jurisdictions using a formula that is based on two factors: ridership by residence and population. This shared funding is for the cost of SolanoExpress routes after farebox and other non-local revenue (RM2, grants, etc.) are taken into account. The resulting net cost is shared among the participating jurisdictions

based on 20% of their population share and 80% of ridership by residence. This funding agreement is expected to continue.

Passenger fares are a major and on-going funding source for SolanoExpress intercity routes. Farebox recovery rates on the intercity routes have been consistently strong. For FY 2012-13 the farebox recovery rates for these routes ranged from 25%-69%. Passenger fares also fund, albeit at a lower level, intercity ADA paratransit and taxi programs.

Transit facility parking fees have been introduced in the SolTrans service area. Daily and monthly parking fees were charged at the downtown Vallejo Transit Center parking garage when it opened in the past few years. Nearby surface parking shared with the Ferry Terminal also has parking fees.

Revenue is generated from various advertising opportunities created on vehicles and at facilities. Interior and exterior bus advertisement space is sold. Bus facilities in both FAST and SolTrans systems create paid advertising space.

Conclusions

As discussed above, some, but not all, of these funds may be used for intercity transit operating and capital, rideshare and mobility management programs. As a result, it is not possible to accurately project available funding for intercity transit operating and capital, rideshare, intercity ADA paratransit, and mobility management programs.

However, some reasonable conclusions may be made about future funding as a compared with current funding. Some funding sources that were available in the past ten years are no longer available (i.e. federal Earmarks, ARRA, JARC, New Freedom) which were primarily used for transit capital and Mobility Management. Some existing sources are expected to decline significantly such as the MTC/Regional Rideshare Program funding. Most existing funding sources are not projected to increase or decrease significantly in the foreseeable future. California's new Cap and Trade program may be a new source of funds and there have been efforts underway already to increase the share for transit. New funding to transit could be derived from flexible funding sources such as STP that have traditionally not been utilized; however, STP has long been used for roadway projects which continue to have significant maintenance needs.

Mobility Management and Solano's rideshare program began to overlap in 2014 when the Solano Napa Commuter Information (SNCI) program took on the role as the Mobility Call Center. The Mobility Management program has funded the SNCI program expansion for these functions and expects to continue to do so in the future. Mobility Management does not have a dedicated source of funds to ensure stability for either program.

The current view of resources suggests that sustaining the current level of service of intercity transit, carpool/vanpool services, and mobility management will continue to be challenging. It will be important to stay abreast of often changing funding opportunities, matching their parameters to county needs and values, and aggressively pursuing them. Creative funding options such as public/private funding partnerships or delegating elements of service to the private sector may need to be considered. Continual evaluation of services and programs to identify opportunities to shift service strategies from less productive to more productive service will be important. Yet caution must also be exercised to maintain the delivery of transit, rideshare and mobility management programs to those who need it most – and that need is expected to grow.

SECTION 2 – MAKING THE JOURNEY

The preceding chapters of the Transit and Rideshare Element have primarily been used to create a map. A map shows options, and this map shows both where we are and what our potential destinations are. Traveling involves making choices amongst those options. The next two chapters focus on making those choices.

Traveling involves making choices

The first of these chapters examines tools to help us decide. If we have multiple different roads on which we can drive - together of course, not by ourselves – then we must have something that will help us choose amongst those options. Do we want to take the fastest course, the most scenic route, or the one with the most rest stops? These are the sorts of travel choices we'll make in our personal lives, and we can apply the same ideas to this element. The name we give this choice-making is the establishment of policies, performance measures and milestones. The next chapter will focus on the choices themselves – projects and programs, in the case of the element – that we can use to make the journey.

CHAPTER 5 – POLICIES, PERFORMANCE MEASURES AND MILESTONES

The essence of any good plan is its ability to guide choices. Policies are specific action statements that implement Goals. Policies contain clear action words such as *shall*, *will*, *assign* or *invest*. When STA staff make recommendations to committees or the Board, those recommendations will be guided by the policies in this Element.

But making choices – implementing policies – is not enough by itself. Once you start on a journey, you need to know if you're actually going in the right direction. Just because the odometer is ticking over doesn't mean you're actually getting closer your goal. Milestones and performance measures are to help you know if the journey you're on is the same as the journey you are trying to make.

On the following pages, the Transit and Rideshare Element lays out those three portions of the journey. How do we make decisions? How do we know if we are going in the right direction? And is the journey that we are on similar to that of other users of the Solano CTP? Are we helping each other out?

Each Policy is set out in **bold** text, and is followed by an explanatory paragraph. Performance Measures and Milestones are indicated by highlighting and, in most cases, end with a question. Finally, the Goals advanced by this particular policy are listed.

Section One – Big Picture Policies

T&R Policy 1 – STA will continue to focus its investments in maintaining and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.

Discussion – These two aspects of the transit and rideshare system carry by far the largest proportion of Solano’s transit users. In Fiscal Year 2013 –14, SolanoExpress had more than 1.1 million passenger trips. In FY 2014 – 15, that number had increased 1.3% to 1.2 million riders. During the same comparable time period, carpools and vanpools carried a ridership equivalent to 8 million.

Most SolanoExpress riders board or debark from a bus at one of the major transit centers: namely, Curtola Park and Ride and Vallejo Waterfront Center, the Fairfield Transportation Center or the Vacaville Transportation Center. All four of these facilities are located in or immediately adjacent to Priority Development Areas (PDAs). This co-location directly supports the continued and expanded use of these transit centers for long distance commutes within or out of Solano County, making it easy for riders to access the transit centers with minimal use of an automobile. This is particularly important because of the reluctance of people to switch modes of travel.

Park and ride lots are located both within and away from PDAs. This takes advantage of the greater schedule and social flexibility provided by carpools.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 1 and 1.a, 6, 9, 9.b, 9.c, 13.a, 14, 15, 16 and 10.

T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service.

Discussion – The other primary alternatives for commuters to driving alone within and out of Solano County are the ferry and rail service. These two systems combined carried more than 960,000 passengers during the last reported year. The greatest advantage that these systems have is that they do not rely upon the regional roadway network, which is subject to frequent impacts from traffic congestion.

An additional benefit of these regional transit providers is the significant reduction in per-capita emissions of air pollutants, especially greenhouse gases (GHGs), which occurs when these vehicles operate at or near capacity. If passengers can walk, bicycle or take

transit to the stops for these services, the congestion and air emission benefits are multiplied even further.

There are currently two Solano stops for regional transit: the Suisun City / Fairfield Capitol Corridor station and the Vallejo ferry terminal. A second Capitol Corridor train station is under construction and will open in 2017, serving Eastern Fairfield and Vacaville. All three of the stations are located in existing PDAs.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 1 and 1.a, 2, 5, 6, 10, 13, 16 and 18.

T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.

Discussion – Seniors and people with disabilities have some of the most significant transportation challenges in Solano County. At the same time, they also have some of the most limited resources to meet those challenges. Solano mobility management is a series of programs designed to help these individuals participate in the economic and social life. The best outcome of mobility management programs is to provide seniors and people with disability freedom and independence of movement within and outside of Solano County. Programs such as transit ambassador and trip information can do exactly this.

Other mobility management programs may be ongoing for their recipients. Taxi scrip programs are one example of this sort of ongoing support. While mobility management may not provide as many trips as express bus or carpooling, and therefore has less of an impact on traffic congestion and air pollution, it does fill a critical gap in the Solano county transit system.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 4, 4.a, 4.b, 5, 7, 8, 9.d, 12 and 17.

Section Two – Detailed Policies

T&R Policy 4 – Use the SolanoExpress Intercity Transit Consortium as the primary means for coordinating SolanoExpress and local transit services at a staff level. Use the CTSA, Solano Seniors and People with Disabilities Committee and the Paratransit Coordinating Council as the primary means of discussion and coordination at a policy-maker level. Participate in CCJPA, WETA and other working groups to identify and address coordination of local transit services with regional providers at a staff level.

Discussion – There are four main steps identified in this policy. First and foremost, STA will to continue to host the SolanoExpress Intercity Transit Consortium. This monthly forum provides the best opportunity to identify and deal with financing equipment and other major operational issues regarding intercity transit buses. As also served as a forum for dealing with any issues related to the interface between intercity and local transit.

Policy Performance Measures and Milestones – There is no performance measure for this step. The milestones for this step are the regular meetings of the identified Committees and the provision of advisory actions to the STA Board.

Are the Committees meeting on a regular basis? If so, the milestones are being met and the policy implemented.

The second item is to maintain staff liaison with all of the regional transit providers with whom STA or other local agencies interact. An example of this is STA staffs continue to participation in the Capitol Corridor staff working group meetings. This allows STA staff to be aware early on of issues being dealt with by Capitol Corridor staff, and to inform Capitol Corridor of issues that exist in Solano County. A similar level of direct and frequent staff to staff contact exists between STA and Soltrans, and a regular attendance at monthly WETA meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and WETA ferry boats are also hubs for local transit, the local transit providers - SolTrans and FAST – are able to see and immediately respond to any change in service times made by the regional transit providers.

Policy Performance Measures and Milestones – Both the performance measure and milestone for this step is the attendance by and participation of STA staff at the regulars meetings of these agencies.

Is STA staff regularly attending these meetings? If so, the milestones are being met and the policy implemented.

The third item is for STA to continue to implement the intercity transit funding agreement, whereby the transit providers in Solano County pool and then share out resources needed to provide intercity transit. This is combined with STA's funding of marketing for the SolanoExpress routes.

Policy Performance Measures and Milestones – The performance measure for this step is the implementation of the multi-agency funding agreement to fund the SolanoExpress system. The milestone is the annual distribution of TDA funds for SolanoExpress services according to the agreement.

Is the Intercity Funding Agreement being updated to ensure timely funding of SolanoExpress services? If so, the milestone are being met and the policy implemented.

The fourth and final item is to assist local jurisdictions in preparing and updating SRTPs. Federal statutes require that the MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. The

SRTP develops a coordinated investment plan for the five major fixed- route and paratransit providers in Solano County – specifically SolTrans, FAST, Vacaville City Coach, Dixon Read-Ride, and Rio Vista Delta Breeze. The SRTP develops a set of consistent operator objectives, goals, measures, and standards, as well as service and capital investment plans for each operator.

Policy Performance Measures and Milestones – The performance measure and milestone for this item is the adoption and implementation of a new or updated SRTP.

Are SRTPs adopted and updated on a schedule consistent with MTC and federal requirements? If so, the milestones are being met and the policy implemented.

This Policy helps implement Goals 2, 3, 4, 4.a, 4.b, 4.c, 7, 8 and 12.

T&R Policy 5 – STA will assign staff to actively monitor MTC activities to implement electronic fare collection, and will seek early implementation of electronic fare collection for all intercity transit providers.

Discussion – Electronic fare collection increases the convenience of transit use to riders, eases the collection of some ridership data, and can result in better fare collection. A common form of fare collection across the region makes it easier for transit users to shift modes or system providers. By actively monitor and partnering with regional providers such as MTC, Solano County can be prepared to be an early adopter of such systems.

Policy Performance Measures and Milestones - STA staff monitors MTC electronic fare collection methods as well as partners with MTC and transit operators as needed. Milestones would be met by staying coordinated among these parties and an annual status report to Consortium about regional electronic fare collection developments.

Is STA staff monitoring the development and implementation of electronic fare collection methods? Are electronic fare collection methods being implemented in Solano transit fleet vehicles? If so, the milestones are being met and the policy implemented.

This Policy helps implement Goal 3.

T&R Policy 6 – STA will be prepared to offer assistance to any local transit providers who wish to pursue consolidation and/or improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and/or improved coordination and efficiency.

Discussion - STA helped provide legal, consultant, management and financial assistance to the Vallejo Transit and Benicia Breeze transit services when they merged in 2010. This merger has led to improved service delivery, greater efficiency and financial stability for both communities' transit service, and for Solano Express buses operated by Soltrans. The past two years, STA has provided transit finance and service planning assistance to Rio Vista's Delta Breeze. The STA does not have a policy to require or encourage further consolidation of local or Express transit providers in Solano County, but is ready and available to support any local jurisdictions that request such help.

Policy Performance Measures and Milestones – On an annual basis, reach out to Solano transit operators to share past transit consolidation progress and determine if there is interest in further consolidation or improvements in coordination and efficiency. The outreach should be to City Manager or Department head level personnel. If interest is expressed, STA is to provide assistance. Milestone will be met by sharing the results of this outreach to the STA Board and the Transit Committee at least every three years.

Does STA provide these outreach meetings? If so, the milestone is being met and the policy implemented.

This Policy helps implement Goals 3.a and 3.b.

T&R Policy 7 – STA's Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers in order to help fill the "first mile/last mile" gap. STA will support the purchase of Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County

Discussion - One of the obstacles to the use of bus, rail and ferry transit is the gap at the start of the trip between home and the transit center, and the corresponding gap at the end of the trip between the transit center and the final destination. If the 'gap' is too substantial of an obstacle, transit users will drive to the transit center (increasing congestion and air pollution, and requiring parking at the station), or will drive solo to their destination.

For Solano commute trips, the rail and ferry stops at the destination are fixed and unchangeable. Bus destinations may have some flexibility, but most (such as BART stations) are also fixed. STA policies and investments cannot change this 'last mile' gap. The 'first mile,' however, is much more within Solano jurisdictions' control.

One way to help fill the first mile gap is to reduce its size, i.e. to help people who want to use transit have an opportunity to live near a transit stop. The PDA program and several State Cap

and Trade grant programs help support local land use decisions that encourage the placement of residences near major transit stops.

The other way to fill the gap is to make movement for bicyclists and pedestrians within it more convenient. STA's Safe Routes to Transit (SR2T) plan addresses access issues in close proximity to transit stops (and finds that the most dangerous spot is where pedestrians cross a public street). Because the Countywide Bicycle and Countywide Pedestrian plans are developed with input from the bicycling and walking communities, they are the best place to address ease and safety of use for these modes near transit centers.

In addition, STA works with regional transit providers and local jurisdictions to provide additional secure bike storage facilities at their local terminals. This also helps improve the convenience of using bicycles to access the transit system.

Finally, the access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes the Policy supportive of multiple Solano CTP elements.

Policy Performance Measurements and Milestones – Preparation of initial and updated STA Countywide Bicycle and Pedestrian Plans, and PDA Plans are the measurements for this policy. The milestones for this policy are completed Plans.

Are the applicable Plans kept current and used to implement projects, including first mile/last mile gap fill projects? If so, the policy is being implemented.

This Policy helps implement Goals 1, 1.a, 2, 5 and 10.

T&R Policy 8 – Require transit providers receiving funds administered by STA to submit performance reports. At a minimum, these reports will include farebox recovery, total ridership, on-time performance and surveyed passenger satisfaction.

Discussion – The minimum data needed by SolanoExpress decision makers on the effectiveness of the system consists of farebox recovery, total ridership, on-time performance and passenger satisfaction. There are additional data that are traditionally gathered, and those efforts should also continue.

An annual report of this data will not only provide a snapshot in time as to system performance, but also allow changes over time to be seen and used to measure system performance and the effectiveness of the investment decisions made by the STA Board and the operators of SolanoExpress bus systems.

An example of the effectiveness of this approach is seen in the Capitol Corridor's decade-long

systematic improvement. Ridership surveys of Capitol Corridor and other train passengers showed that passengers most valued a system that was convenient to their origin and destination, and had frequent and reliable service. While station locations were relatively fixed (few opportunities exist for new or relocated stations) and passenger train frequency is largely dictated by freight rail schedules, the Capitol Corridor could make investments that improved on-time performance and reduced operating cost. As a result of this focus on measuring and reporting on performance, and making investments that impact performance, the Capitol Corridor is, as of early 2016, number one in on time performance, number three in ridership and number three in overall customer satisfaction in the entire Amtrak System.

Policy Performance Measures and Milestones - Transit operators receiving funds administered by STA to submit on-time performance, farebox recovery data monthly for Consortium and to the STA Board annually. They may combine this with other reporting requirements. Customer satisfaction is to be measured less frequently, but no less than every three years and submitted to the STA. This may be as part of another study such as the multi-agency passenger survey with the submittal of these reports the milestones have been met.

Are performance measures being reported to the STA Board on a regular basis? If so, this policy is being implemented.

The access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes this Policy supportive of multiple Solano CTP elements.

This Policy helps implement Goals 6, 7, 17, 17.a and 17.b.

T&R Policy 9 – STA shall not adopt policies that exclude private providers from offering or providing transit services as long as they do not interfere with the provision of public transit, and shall seek to ensure that policies requiring private providers to pay for use of public facilities are reasonable related to the burden borne by those public facilities.

Discussion – Private transit providers can come in a variety of forms, as outlined in the Transit and Rideshare State of the System report. These providers can deliver important supplements to the public mass transit system; supplements that are usually focused on as narrow portion of the transit-using public. By accommodating these private providers and seeking only to cover costs reasonably associated with their use of public facilities, the publically-available mass transit system can more effectively focus on the general transit-using population.

Policy Performance Measurements and Milestones – Inventory private transportation services at public transit facilities and update it no less than every three years. Evaluate if and how private operations complement or inhibit public transit operations and any physical impacts on the facility. Determine if any operational or policy changes should be considered to maintain public transit level of service at the performance standards established by the 2015 SolanoExpress Transit Corridor Plan. Completing initial and subsequent inventory reports will meet milestones and implement this policy.

This Policy helps implement Goals 6 and 8.

T&R Policy 10 – Provide funding for and conduct transit studies for all major intercity transit corridors. Each study will be updated no less frequently than every 6 years.

Discussion – Bus and ridesharing trips in Solano County usually move along a major highway corridor. I- 80 is the lynchpin of Solano freeway and highway transit routes. Other major routes include I-680 into Contra Costa, Alameda and Santa Clara counties, SR 12 through Solano County, SR 29 into Napa and SR 37 into Marin and Sonoma counties, although most transit trips on these corridors at some point connect with I-80. The best way to identify specific capital and operational issues is to conduct a detailed look at the operation of a specific corridor.

Corridor studies typically explore two major areas: capital facilities, and operations and maintenance of vehicles and facilities. Corridor plans often use financial and operational models to examine the best location and timing of investments. These corridor plans provide the sort of detailed, prioritized recommendations that allow SolanoExpress operators, cities and STA to then make timely funding decisions.

Policy Performance Measurements and Milestones- Conduct an intercity transit corridor study at least once every six years. Completion of the study(ies) will be the milestone.

Are all applicable studies less than 6 years old? If so, the policy is being implemented.

This Policy helps implement Goals 7, 9, 9.b, 9.c, 10, 16, 17, 17.a and 17.b.

T&R Policy 11 – STA will develop a standard methodology of collecting and reporting on auto, bicycle and pedestrian collisions within ¼ mile of TFORS, and will report those statistics on an annual basis.

Discussion – When STA updated the Solano Travel Safety Plan in 2015, one of the challenges discovered was the variety of methods used to collect and report safety and collision data. This makes it difficult to identify, on a countywide basis, those areas most deserving of additional

investment to improve safety. This policy calls on STA to act as a central clearinghouse for collision data, and to use that data to help prioritize funding decisions.

Policy Performance Measurements and Milestones - The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements. The milestone will be the development of a standard methodology and annual reporting of the collision statistics.

This Policy helps implement Goals 11, 11.a and 11.b.

The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements.

T&R Policy 12: To meet the mobility needs of the ambulatory and non-ambulatory ADA certified individuals and to ensure long-term viability of existing and new programs, evaluate ADA services (paratransit and intercity taxi programs) on at least an annual basis.

Discussion – Over the past several years, the provision of ADA intercity services has changed and new services have been implemented. The popularity of some services has strained their long-term viability. Other services still need to be developed to better serve the non-ambulatory ADA certified individuals. Implemented services should be monitored, evaluated and modified as needed. Outreach to ambulatory and non-ambulatory ADA certified individuals to understand and address their most urgent transportation needs will be important as part of the evaluation of existing services and the development on new services.

Policy Performance Measurements and Milestones - Regularly evaluate ADA paratransit service and ADA intercity taxi programs. This evaluation should include ridership, productivity, operational and financial performance at minimum. Outreach to ambulatory and non-ambulatory ADA certified individuals and related stakeholders, to determine mobility gaps and to participate in prioritization of strategies to address gaps in these services at least every 3 years. A short and long-term action plan is to be developed. Milestones will be met by the regular review of ADA services and the less frequent outreach and completion of action plans.

This Policy helps implement Goals 4, 4.a, 4.b, 12 and 17.

T&R Policy 13: Evaluate and modify currently implemented ADA in-person assessment model to improve convenience for new and recertifying applicants and to improve efficiencies on at least an annual basis.

Discussion: STA coordinates the ADA certification process countywide. A contractor schedules and assessments, coordinates with transit operators for those in need of ADA paratransit service, conducts the assessments and tracks activity. Assessments are scheduled in all seven Solano cities on a rotating basis at least monthly. In some cities multiple assessment days are held to meet demand. Re- certifications have been conducted in the same manner as original certifications.

There has been interest expressed in holding assessments in locations with a concentration of ADA certification applicants such as skilled nursing facilities. If carefully selected, these on-site assessment sessions would be more convenient for applicants by reducing the need to travel and more efficient for the contractor and transit operator as there would be a reduction in “no shows” and arrangement of ADA paratransit rides would be reduced.

Recertification every three years is a requirement. The specifics of the recertification process should be reviewed to identify opportunities to streamline it for both applicants’ convenience and the service delivery efficiency. Some applicants’ original certification may be based on disabilities that prevent their use of fixed-route transit indefinitely. A simplified recertification process would be warranted in these situations.

Policy Performance Measurements and Milestones - At least annually evaluate the ADA assessment process to determine if modifications should be made to improve the process for applicants and/or transit operators. Milestones will be met with the completion of the annual evaluations.

This Policy helps implement Goals 4, 12 and 17.

T&R Policy 14: Conduct a study, or studies, to identify the transportation needs of Solano seniors, people with disabilities, and the low-income population. Update the study or studies no less frequently than every 6 years.

Discussion - With a rapidly growing senior population, the countywide Transportation Study for Seniors and People with Disabilities from 2011 should be updated. This study involved significant public outreach which should continue with future updates. Five Community Based Transportation Plans were conducted in the past fifteen years; these focused on outreaching to local communities to identify the transportation needs of the low-income population followed by identifying and prioritizing solutions. Many, but not all, priority projects from these studies have been implemented. More current outreach and study of these groups should be done to address the changes in these groups, the community, and the differing strategies available now and in the future.

Policy Performance Measurements and Milestones - Update of Transportation Study for seniors, people with disabilities and the low-income population at least every 6 years. Milestones will be the completion of the study at least once every 6 years.

This Policy helps implement Goals 4, 6, 7 and 17.

T&R Policy 15: Partner, and outreach to, a diversity of community stakeholders such as public, private and non-profit organizations serving seniors, people with disabilities, and the low-income population.

Discussion – The mobility needs of seniors, people with disabilities and the low-income population are specialized and diverse. Meeting the mobility needs of these groups is important to address their quality of life that is inherently challenged. Understanding those needs will depend upon partnering with organizations that already work with these groups and understand their challenges with mobility. The recently formed CTSA and other committees include these partnerships. These and additional partnerships will also facilitate outreach to these consumers. Outreach and other direct contact with these populations will be a valuable tool in planning, promoting, and assessing services.

Policy Performance Measurements and Milestones – Identify current stakeholders and the degree of their diversity. Establish target to expand stakeholder diversity and outreach to achieve this. Establish a process to maintain diverse stakeholder group from the community as it changes over time. Milestones are creation of existing stakeholder diversity inventory, establishment of goal, outreach, expansion of diverse stakeholders, and process to maintain this.

This Policy helps implement Goals 4, 4.b and 6.

T&R Policy 16: Use technological advances to improve communication with consumers of mobility management services.

Discussion – The solanomobility.org website created a centralized information resource with a wide range of mobility and program information for seniors, people with disabilities and the low-income. With search functions and layering of information, a substantial amount of information is relayed to the user in a simpler format than if printed. While printed materials are still made available, the website's Find Your Ride, Travel Training, and Older Driver Safety Information functions are examples of a technology advancement that has facilitated the dissemination of information to consumers. The website needs to be kept updated with current information, features and functionality to meet the changing needs of its users and capabilities of electronic communication. The website is a resource to other organizations and links between websites reconfirmed. Other forms of technological communications should be

reviewed, evaluated and considered as additional ways to reach consumers for both disseminating information as well as for collecting information and input.

Policy Performance Measurements and Milestones - The solanomobility.org is to be current. There should be regular review of technological advances that could improve communication with consumers of mobility management services. Milestones would be periodic review of technology advances and an evaluation of what has been, or could be, incorporated as well as accuracy of solanomobility.org.

This Policy helps implement Goals 4 and 6.

T&R Policy 17: Regularly monitor a wide variety of information sources regarding innovations in private and public ‘shared mobility’ resources, including mobile applications, vehicle sharing transportation network companies and on-call vehicles. Incorporate new and developing mobility options and technology into STA plans.

Discussion – Transit and rideshare services between hubs is designed to efficiently move large numbers of riders long distances. Riders arriving from, or traveling to, the many locations in the areas surrounding a transit hub often find this portion of the trip inconvenient or impossible. These locations may be employment, residential, community services, medical facilities, shopping and more. This is the “first mile/last mile” gap. Local transit, walking, bicycling, driving alone and other options are available to varying degrees at Solano transit hubs. A countywide study could identify and prioritize transit/rideshare hub “first mile/last mile” gaps, identify existing and potential strategies, explore newer and advancing alternatives such as bikeshare programs, carsharing, shuttles, taxis, transportation network companies (TNCs), self-driving vehicles and other options, work with the community to evaluate strategies for potential implementation.

Policy Performance Measurements and Milestones – STA should develop an understanding, monitor and share the newly developing shared mobility and other new technology-based transportation alternatives. With the involvement of the community, prepare a study to identify and prioritize transit/rideshare hubs’ “first mile/last mile gaps”, identify existing and potential strategies to address the gaps including newer and advancing technologies and programs. Milestones will be met with the consideration of incorporating these new technology-based transportation alternatives for “first mile/last mile” gap closure or other purposes.

This Policy helps implement Goals 5, 6, 8 and 9.d.

T&R Policy 18 – STA will provide notice to SolanoExpress vehicle operators when it is aware of the availability of funds that can be used for clean transit vehicles and infrastructure, and will use support for clean transit vehicles and infrastructure as a ranking criteria when allocating such funds.

Discussion – While full of transit vehicles are very efficient in regards to air pollutant emissions per passenger mile when compared to single occupant cars, they do still produce important amounts of air pollution, including greenhouse gas emissions. The California Air Resources Board (CARB) has requirements for transition of public transit vehicle fleets to zero emission vehicles. STA has adopted an alternative fuels plan which supports conversion of all types of public vehicle fleets to low or zero emission vehicles. This includes both vehicle replacement and modification of support infrastructure such as fueling and maintenance facilities.

STA can help member and partner agencies accelerate this transition to clean vehicles and fuels by ensuring that they are aware of funding opportunities. STA can also write letters of support for those agencies seeking funding and furthering the goal of STA plans and policies.

When STA programs funds, such as BAAQMD TFCA program manager funds, it can use support for low and zero emission vehicles as a criteria to help identify which projects will be funded. While there may be other considerations, prioritizing clean fuel vehicles and facilities makes it more likely that they will be fully funded and delivered.

Policy Performance Measurements and Milestones –The collection and notification to transit operators of funds that may be used for clean transit vehicles and infrastructure will be a measurement as well as incorporating in STA ranking criteria for fund allocation the support for clean vehicles/infrastructure. Milestones will be met with the regular notification of clean vehicle/infrastructure funding opportunities and incorporation of clean vehicle/infrastructure in ranking criteria for fund allocations.

This Policy helps implement Goals 13, 13.a, 14, 15 and 16.

T&R Policy 19 – STA will continue to fund a ridesharing program such as Solano Napa Commuter Information (SNCI).

Ridesharing support is critical to maintaining and advancing carpool and vanpool formation and use. STA, in partnership with the Napa Valley Transportation Agency, has used SNCI to provide these and other ride matching and trip planning activities.

With MTC's 2015 decision to stop providing direct funding for county ridesharing programs, this function becomes more difficult to support. Due to its value and the large number of carpool and vanpool users in Solano and Napa counties, however, STA will continue to provide this

service in some form. At the same time, STA will monitor developments in private ridematching services, especially mobile applications that make both formal and casual carpool formation fast and convenient for users.

Policy Performance Measurements and Milestones – Funding a rideshare program such as SNCI at an operational level would be the milestone for meeting this goal.

This Policy helps implement Goal 9.a.

CHAPTER 6 – PROJECTS, PROGRAMS AND PRIORITIES

You know where you are. You know where you want to go. You know the best route to get there. Now you just have to decide which vehicle to take. For the Transit and Rideshare Element, that means establishing priorities amongst the projects and programs – the vehicles of this story.

Before we take this final step, it's worth our time to go back and look once again at the overall Plan and Element objectives. The first two principles of the Solano CTP are:

Strengthen the system and reduce stress by developing, operating and maintaining an integrated local and regional transportation system Anchored on the I80 corridor (interstate highways 80, 680 and 780).

The purpose of the Transit and Rideshare Element is:

Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

An additional important fact about the Solano CTP, and in the overall work of the STA, is the idea that we are our member agencies, and what is important to them is important to us. For that reason, throughout the development of the Solano CTP, including the Transit and Rideshare Element, STA has made a point of asking Solano residents and the staffs of the seven cities, the county and SolTrans to identify the projects and programs that they think will improve the transit and rideshare system. We've asked them to provide the broadest possible list of Transit and Rideshare projects and programs. Since the purpose of the element is ultimately to guide STA in its allocation of resources, it is now time for the element to take that broad list of projects and programs, and set priorities for funding.

Projects and programs in this and the other elements are categorized into one of three tiers.

Tier 3 – ideas and concepts that have had little to no work done to advance their implementation.

Tier 2 – projects and programs that are important and have been advanced out of the conceptual stage, but are not yet ready for near-term implementation. This may include a project that has an initial investment in design work but is not yet fully designed and that lacks a complete funding strategy.

Tier 1 – those projects or programs already in place, or are ready for near-term implementation. Tier 1 also includes suddenly-identified community priorities that need a rapid infusion of resources to allow quick implementation.

Once a project is classified into one of these tiers, it can be considered for appropriate funding.

- Tier 3 project usually start with local funding that is intended to move them from a concept into an initial design. The use of local funds to initiate a project is particularly

important as it indicates a real commitment by the sponsoring community to move the project forward. Local projects usually move into STA's sphere of attention when they are moved by local effort from Tier 3 to Tier 2.

- Tier 2 is where STA begins to consider a project for funding. This can be anything from direct funding allocation to assistance in pursuing regional, state and federal grants. The new funding can be, depending on its source and use limits, used for project design, environmental analysis and mitigation, right-of-way acquisition and construction.
- Tier 1 is the category where STA has the greatest opportunity to provide financial support. STA can directly allocate some fund sources, and can help influence the allocation of regional, state and federal funds as detailed in the Resources chapter.

Funding of programs, although different in some respects due to the lack of physical design documents and project construction, follows the same course. Conceptual program ideas are classified as Tier 3, those being developed are classified as Tier 2, and those ready for implementation funds (including those programs already in operation) are classified as Tier 1.

On the following pages, the projects and programs identified by STA and our member and partner agencies are placed into the three tiers explained above. The work to develop this tiered project list was guided by all of the policies, but the first three were especially important and worth repeating. They are:

T&R Policy 1 – STA will continue to focus its investments in maintaining and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.

T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service.

T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.

A final reminder – every aspect of the Transit and Rideshare system is dependent upon the Arterials, Highways and Freeways system and the Active Transportation system and their facilities. Train and ferry riders need roads and sidewalks to get to and from their stations, and every bus, car, van and shared ride occurs on a road. It is this truth which leads to the top rated transit and rideshare priorities being roadway improvements due to their ability to increase the number of transit trips and improve trip time reliability.

TIER 1 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
I-80 Express Lane Conversion and Extension – STA and Caltrans	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and North Texas Street to an Express (HOV or tolled SOV) Lane. Extend the Express Lane from North Texas Street to I-505. This is a Route of Regional Significance.	
SolanoExpress bus replacement – FAST, SolTrans and STA	Replace SolanoExpress buses with new vehicles (CNG and renewable diesel). Prepare for transition to zero-emission vehicle standards established by CARB.	
I-80/I-680/SR 12 Interchange, including the west end of the North Connector – STA and Caltrans	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector. This is a Route of Regional Significance.	\$380 million, with funds from
Commuter Information Program	Provide information and assistance that support the use of commute alternatives like carpools, vanpools, transit, biking and walking. Work through Solano County employers providing consultations, events and promotions to reach employees. Encourage carpool and vanpool formation. Administer incentives to persuade commuters try commute alternatives. Offer information by phone, email or mail regarding trip planning, travel options, ridematching. EXISTING PROGRAM	Annual operating costs are expected to be \$600,000 in 2016 dollars.
Solano Mobility Call Center - STA	Continue to provide live personalized assistance for a variety of transit and mobility services, including information on available transportation options in and around Solano and neighboring counties and trip planning, specialty services for seniors and persons with disabilities. EXISTING PROGRAM	
Solano Travel Training Program - STA	Continue to deliver personalized instruction that are taught with the customer's need abilities and specific travel in mind. Methods include One-On-One Training, the Travel Ambassador Program, Rider's Guides and Travel Training Videos available on the Solano Mobility Website. EXISTING PROGRAM	

Name, Location and Sponsor	Description	Cost and Funding
Countywide ADA In-person Eligibility program	<p>Continue program that provides a simplified process to apply to be ADA certified. To start the certification process, individuals may contact the Solano ADA Eligibility Center at (707) 541-7184 to schedule an in-person interview assessment. Free paratransit trips are provided to and from your home and the assessment when requested. Once you have completed the in-person assessment and eligibility is determined, you will receive an ADA Paratransit card.</p> <p>EXISTING PROGRAM</p>	
Solano Intercity Taxi Scrip Program – STA	<p>Continue to provide discounts taxi scrip for Solano County residents who are certified as ADA paratransit eligible. Program costs include staff and the cost of subsidized taxi scrip.</p> <p>EXISTING PROGRAM</p>	
Commuter Bike Incentive Program – STA	<p>Continue to provide cash incentives to offset the cost of purchasing commuter bicycles.</p> <p>EXISTING PROGRAM</p>	
Solano Employer Program Commute Challenge - STA	<p>Sponsor annual programs in Solano and Napa counties that encourage employees to experiment with and ultimately commit to, commuting to and from work using a commute alternative (some form of transit or active transportation). Program costs include both staff time and incentive prizes for top participants.</p> <p>EXISTING PROGRAM</p>	
MLIP Implementation – STA and local agencies	<p>Support major intercity bus centers, park-and-ride lots and connected arterial light coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study.</p> <p>These are projects on Routes of Regional Significance.</p> <p>These are Transit Facilities of Regional Significance.</p>	

Name, Location and Sponsor	Description	Cost and Funding
Emergency Ride Home Program – STA	<p>Provide Emergency Ride Home services through taxi or rental cars for commuters who use a commute alternatives to work and are employed by a registered employer.</p> <p>EXISTING PROGRAM</p>	
Solano Senior Safe Drive Program Information – STA and CHP	<p>Senior Safe Driving Information provides resources via SolanoMobility.org website and the Solano Mobility Call Center on senior safe driving information through in person programs and online tutorials. California Highway Patrol has partnered with Solano Transportation Authority in the Age Well Drive Smart Program presenting transportation alternatives to driving at the workshops in Solano County.</p> <p>EXISTING PROGRAM</p>	

TIER 2 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Fairfield Transit Center Phase 2 – City of Fairfield	Reconfigure access into and out of the FTC, and construct additional parking spaces. This is a Transit Facility of Regional Significance	
Solano 360 Project Transit Center – Solano County	Construct new facility with ____ parking spaces and ____ bus bays on the Solano County Fairgrounds property in Vallejo. This is a potential Transit Facility of Regional Significance	
Vallejo Station ferry terminal parking structure (Phase B) – City of Vallejo	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. This is a Transit Facility of Regional Significance	
Solano Intercity Taxi Scrip Program – Phase 2 - STA	Begin to provide discounted taxi scrip for ADA-certified Solano County residents who are non-ambulatory.	
First/Last Mile Shuttle Pilot Program – STA, FAST, SolTrans	Initiate a program that uses small shuttle vans, cut away buses or similar light vehicles to provide a connection during the peak hour(s) between TFORS and dense employment nodes that are not well served by active transportation links.	
Fairfield/Vacaville Intermodal Center Phase 2 – City of Fairfield	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.	

TIER 3 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Non-Profit Vehicle Share Program – STA	The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for seniors and people with disabilities in Solano County. An “agency” (owning the vehicles) provides the vehicle, trains the driver, and maintains the vehicle. The Non-Profits provide the drivers and gas. The borrowing non-profits also need insurance for general liability and insurance for hired & non-owned auto liability. The Non-Profits request vehicles as they need them. The Vehicle Share Program allows vehicles to be shared amongst numerous non-profits and saves cost.	
Solano Bike Share - STA	Initiate a program that allows bikes to be shared between specific locations for commute and business trips. This may be either a governmental program or a public private partnership.	
Senior golden pass program – STA	Fund a program that allows seniors to ride public buses in Solano County for Free with a “Golden Pass.” Determine the proper qualifying age.	
Expand Volunteer Driver Program – STA	The program is for 60 years or older that are able to get in and out of a vehicle. Develop solutions so there are potentially no denials and the need is being met in all cities	

CHAPTER 7 – MOVING FORWARD, TOGETHER

A famous sportswear company made the phrase “Just Do It” famous, but it’s not good advice for implementing a complex, ever-evolving plan.

On the other side, analysis paralysis is also a threat – the risk that so much time will be spent trying to come up with the perfect first step that the first step is never actually taken.

Whatever course you decide upon, there is always someone to tell you that you are wrong. There are always difficulties arising which tempt you to believe that your critics are right. To map out a course of action and follow it to an end requires courage.

Ralph Waldo Emerson

It is also important to remember that the best decision may be to keep doing what already works, and the gradually add – and measure – new programs and projects. To paraphrase the sportswear phrase, “Just Keep Doing It.”

The preceding chapters show there are resources that STA controls, those it influences, and those it may access but does not control. These chapters also show that there are priority areas for investment that have the greatest impact on achieving the Element purpose which is to

Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Two of the top Tier 1 projects – the extension of the Express Lane network and completion of the I-80/I-680/SR-16 Interchange – will be funded with money that STA can influence, but does not control. These projects are also, as is proper, a primary focus of the Arterials, Highways and Freeways element.

The best way to then move forward with the implementation of the Transit and Rideshare element is to focus three broad approaches. The first is to maintain the existing Mobility Management programs run by STA. This covers all of the items listed as **EXISTING PROGRAM** in the Tier 1 project/program list.

The second area of effort, one that is more focused, is the replacement of the Solano Express bus fleet with low emission vehicles, and prepare for the midterm replacement of the fleet with zero emission vehicles. While all this emphasis on fleet replacement will not necessarily make the services that are provided more convenient and acceptable, it will lead to reduced operation and maintenance costs and lower emissions of air pollutants, including greenhouse gasses. This is approach supports improved efficiency.

The third step is the completion and implementation of the Solano Express transit study, which is nearing completion in mid-2016. This study focuses on making sure that the bus system is on

time and goes two places that people want to go too, when they want to go there. It makes the system something that serves the needs of the customers. This is a step report improved perception.

At the same time, STA in its member agencies can emphasize the steps that implement plans to increase park and ride lots and expand on two major transportation centers in Fairfield and Vallejo. These are projects that will be built with a mix of STA controlled funds, STA influenced funds and money from local jurisdictions.

So, the beginning of Element's implementation is to hold what we have with the resources that we have, make the system more efficient, and improve access to it. A parallel effort is to improve the regional freeway system by removing chokepoints and creating a continuous Express Lane system through the heart of the county.

The Element should be re-examined in 2019, half way between the 2017 and 2021 Regional Transportation Plans and just before the 2020 Federal census. A major review should occur in 2023; again, the time period between RTPs and allowing use of new census information.

By 2023, will we all be riding together? Absolutely not. But, if the priorities set forth in the Transit and Rideshare Element are well and faithfully executed, then there will be a solid foundation that will allow more of us to choose to do so, and a changed perception that will lead to more of us actually doing so.

A journey of a thousand miles begins with a single step. But the best journeys are those where the steps are shared.

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DATE: September 28, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Plan Bay Area Preferred Land Use Scenario

Background:

The Metropolitan Transportation Commission (MTC) is responsible for preparing the Bay Area's Regional Transportation Plan (RTP). This document is known as Plan Bay Area. The RTP assigns funds for various purposes including some that are programmed by the Congestion Management Agencies (CMAs) such as the STA. If some funds are provided to the CMAs for local allocation – these are the funds in the OneBayArea Grant Cycle 2 (OBAG 2) program. Most of the RTP funds are programmed directly by MTC. The funding decisions are designed to support a specific transportation network that supports an expected land use development pattern. The transportation and land use must support the requirements of Senate Bill (SB) 375 to reduce the emissions of greenhouse gases while still producing adequate housing.

Earlier this year, MTC released three draft land use scenarios for public comment. The scenarios were:

- Main Streets – development was expected to occur throughout the bay area.
- Connected Neighborhoods – development was expected to be more focused within the priority development areas and downtowns.
- Big Cities - development was expected to occur in the three biggest cities and their immediately adjacent suburbs.

Based on public and agency input on the three scenarios and the results of modeling, MTC released the preferred land use and transportation scenario in September of this year. Although the preferred scenario takes components from all three circulated for public comment, it most closely resembles the Connected Neighborhoods Scenario.

Discussion:

Attachment A shows the land use changes from the existing RTP to the proposed Preferred Scenario. The figures for each jurisdiction are shown, as well as the county total. In summary, Solano County is expected to have 1,050 *more* households and 21,970 *fewer* jobs in the proposed Preferred Scenario than are shown in the existing RTP.

The reason for the lower job growth projected in Solano County is twofold. First, many of the jobs anticipated in the time period of the RTP have already been created, and most of these jobs are in the Santa Clara, San Mateo and San Francisco County corridor. Based on MTC's assessment of future economic development, most of the remaining jobs are also expected to be in that corridor. This leaves few potential jobs to be allocated to other areas, such as Solano

County. Although most of the county's general plans provide room for significant job growth, the assessment made by MTC is that this job growth will not occur.

A second important aspect of the Preferred Scenario is that it does not include the extension of the I-80 Express Lanes Network from North Texas Street in Fairfield to I-505 in Vacaville. In fact, MTC has eliminated all extensions of the HOV/Express Lanes Network from the Preferred Scenario and only included HOV lane conversion to Express Lanes.

A third issue is that a significant amount of housing growth is placed in the unincorporated Solano County, which runs counter to the Solano County voter approved Orderly Growth Initiative, and the City of Rio Vista.

STA staff is working with the countywide planning directors group to seek a more realistic allocation of jobs growth to Solano County. STA staff is also working directly with MTC staff to ensure that the extension of the I-80 Express Lanes network is returned to the preferred scenario. STA staff is preparing a formal comment letter for all of the Mayors and Supervisor Sperring to sign at the October 12th Board meeting.

Fiscal Impact:

The proposed land use changes will have no fiscal impact. If the express lane extension is not included in the RTP, it will be unfunded - there is no other identified or proposed fund source.

Recommendation:

Authorize the Executive Director to transmit a letter to MTC asking for modifications to the Preferred Scenario for the update of Plan Bay Area.

Attachment:

- A. Comparison of Solano County Land Use Projections in Plan Bay Area 2013 and the Draft Preferred Scenario for Plan Bay Area 2017.

	Base Year (2010)		2040		Change	
	Households	Jobs	Households	Jobs	Households	Jobs
Plan Bay Area 2013						
Benicia	10,690	14,200	12,250	18,930	1,560	4,730
Dixon	5,860	4,460	6,430	5,780	570	1,320
Fairfield	34,480	39,300	46,430	53,310	11,950	14,010
Rio Vista	3,450	1,790	3,950	2,340	500	550
Suisun City	8,920	3,080	10,490	4,520	1,570	1,440
Vacaville	31,090	29,800	35,860	41,120	4,770	11,320
Vallejo	40,560	31,660	44,900	43,700	4,340	12,040
Unincorporated	6,710	8,010	8,400	10,870	1,690	2,860
Plan Bay Area 2017 Update						
Benicia	10,700	12,900	11,800	18,600	1,100	5,700
Dixon	5,850	4,850	6,950	6,100	1,100	1,250
Fairfield	34,200	43,100	38,700	51,600	4,500	8,500
Rio Vista	3,700	2,350	10,400	2,450	6,700	100
Suisun City	9,000	2,500	9,650	3,000	650	500
Vacaville	31,000	29,300	33,050	35,000	2,050	5,700
Vallejo	40,950	30,900	45,050	35,300	4,100	4,400
Unincorporated	6,900	4,250	14,700	4,400	7,800	150

2013 to 2017 change		
	Households	Jobs
Benicia	-460	970
Dixon	530	-70
Fairfield	-7,450	-5,510
Rio Vista	6,200	-450
Suisun City	-920	-940
Vacaville	-2,720	-5,620
Vallejo	-240	-7,640
Unincorporated	6,110	-2,710
SOLANO TOTAL	1050	-21,970

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DATE: September 19, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Transit Consultant
RE: Solano County Coordinated Short Range Transit Plan (SRTP)

Background:

In November 2015, STA entered into an agreement with the Metropolitan Transportation Commission (MTC) titled "Solano Transportation Authority Short Range Transit Plan Agreement". The primary intent of the agreement is to produce individual Short Range Transit Plan (SRTP) documents for four of the five transit agencies in Solano County; and, to coordinate the SRTP documents for all five of the county's transit agencies into a single package.

In April of 2015, STA authored an RFP (RFP 2015-02) for Solano County Coordinated Short Range Transit Plan (SRTP), and I-80/I-680/I-780/State Route 12 Transit Corridor Study in Solano County Phase 2. The project was awarded to Arup; and, the Coordinated SRTP has been completed and is ready for final review (Attachment A).

Discussion:

The Coordinated SRTP consists of a Background and Summary section, the adopted SRTPs for each transit operator, and a Coordination Analysis Technical Memorandum ("Coordination Report"). The Coordinated SRTP covers all of the MTC requirements for SRTPs for each of the Solano County transit operators. The ten-year period covered by the SRTP is FY 2015-16 through FY 2024-25. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

There are five Solano County transit operators addressed in the agreement with MTC. The SRTP's for all of the operators except the City of Vacaville were developed by the Arup consultant team. At the request of the City of Vacaville, and with the concurrence of MTC and STA, the Vacaville SRTP was produced independently by the City of Vacaville, using in-house resources. The Vacaville SRTP has been approved by MTC and STA and incorporated into the coordination process.

The four SRTPs covered by the Arup agreement were developed in close collaboration with the transit operators and SRTPs have been adopted by the City Councils of the Cities of Dixon, Rio Vista, and Fairfield and by the Board of Directors of SolTrans.

Although the Coordinated Plan shows the transit programs to be financially constrained over the ten-year period, there many important points contained in the report, especially with regards to capital projects. Here is a sample of some key points:

- Over the ten years covered by the Coordinated SRTP, the operation and maintenance of transit services in Solano County will require an expenditure of \$355 million.
- Overall, 25% of the revenue required to fund transit operations will come from passenger fares and operating income, with the remaining 75% derived from subsidy sources.
- In order to support planned transit operations and maintain a state of good repair, the individual operator SRTPs include ten-year capital plans that together call for more than \$111 million in expenses for vehicles, facilities, preventative maintenance, and equipment.
- The largest single category of capital expenses is the replacement of the local fleet of revenue vehicles at a cost of almost \$50 million over ten years. The two largest operators (FAST and SolTrans) together comprise more than 90% of the planned expenses for this line item.
- The next largest category of expenses is the replacement of the 35 motor coach buses in the intercity vehicle fleet at a total cost of about \$26.8 million.
- The consolidated capital plan relies on about \$19 million in “unspecified” federal funding. Of this amount, \$18 million is needed to support scheduled local vehicle replacements for FAST and SolTrans. The remaining \$1 million of the unspecified funds is for a potential project by FAST to build out EV charging stations and electrical grid upgrades. As noted above, if federal funding is not received as planned, the related capital projects would have to be deferred or canceled.
- There are two capital funding issues that will need to be resolved sometime before the end of the ten-year forecast period. First, the Solano County transit operators should consider the degree to which they use their flexible capital funding to subsidize transit operations. The second issue requiring attention over the next ten years is the status of Transportation Development Act (TDA) carryover reserves for most operators.

Finally, it is important to note that the SRTP’s are intended to be financially constrained so they do not necessarily reflect the levels of service that would be provided if more resources were available. Preliminary results from the Corridor Study, Phase 2 show the challenges of trying to improve services with limited resources.

Although the individual plans contained within the SRTP have all been approved by each transit agency’s City Council or Governing Board, the SolanoExpress Intercity Transit Consortium has requested more time to review Chapter 1, Coordination Background and Summary, of the SRTP. The draft will be available for comments, and will return to Consortium, TAC for approval in November, and will return to the STA Board in December.

Fiscal Impact:

The consulting contract for the Coordinated SRTP was funded through an agreement with MTC which provided funding in the amount of \$120,000. The local match of \$15,547 was included in an approved STA Budget.

Recommendation:

Informational.

Attachment:

- A. Click here for immediate review and/or printing: [Draft Final Solano County Coordinated Short Range Transit Plan](#)

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DATE: September 28, 2016
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects

Background:

The Metropolitan Transportation Commission (MTC) is responsible for preparing the Bay Area's Regional Transportation Plan (RTP). This document is known as Plan Bay Area. The RTP assigns funds for various purposes including some that are programmed by the Congestion Management Agencies (CMAs) such as the STA. One of the key funding programs is the One Bay Area Grant (OBAG). MTC has now set out policies and established funding amounts for the second cycle of OBAG. This covers Fiscal Years (FYs) 2017-18 through 2022-23.

Discussion:

At its meeting of September 14, 2016, the STA Board issued a Call for Projects for OBAG 2 funds. The Call for Projects is for \$4,646,003 of CMAQ funds with funds to be distributed on a competitive basis, using the criteria approved by the Board at the same time. The OBAG 2 evaluation criteria are provided as Attachment A, and the Applicant Checklist as Attachment B.

The STA Board also programmed \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) funds to sustain the Solano Safe Routes to School and Solano Mobility/Rideshare Programs, \$6.86 million in OBAG 2 STP funds to fund STA's planning, project delivery and fund programming efforts over the five year cycle, \$5.9 million in OBAG 2 STP funds was programmed to the cities by formula for STP eligible activities and \$1.506 million in FAS and \$2.05 million of North Bay Priority Conservation Area (PCA) funds to the County of Solano.

The Call for Projects is open for eight weeks – from September 14th through November 18, 2016.

The purpose of the October 12 workshop and board meeting agenda item is to allow members of the general public and the STA advisory committees to provide input to the STA board regarding what are their recommended priorities for OBAG 2 funding. The meetings also provide an opportunity for STA board members to ask questions of project advocates, and to give advocates adequate time to revise or clarify their application prior to the November 18 submittal deadline. No action will be taken at this time.

Fiscal Impact:

Projects selected as a result of the Call for Projects are then eligible to receive funding. There is an 11.47 % non-Federal match required for OBAG 2 projects and programs.

Recommendation:

Receive comments on OBAG 2 priorities from members of the public and the STA advisory committees.

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DATE: September 29, 2016
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016.

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

Discussion:

State Legislative Update:

The 2015-16 Legislative session concluded on September 1st and will return in December to commence the 2017-18 session. Attachment A contains summaries of several priority bills of interest to STA. STA staff attended the Solano County Board of Supervisors meeting on September 27, where all four of Solano's state legislators (Senator Lois Wolk and Assembly members Jim Frazier, Bill Dodd and Susan Bonilla) presented their end-of-session state wrap-up reports. STA state lobbyist Josh Shaw also reported on the status of the Beall-Frazier joint transportation funding proposal. Even though the regular state legislative session has ended, the special session on transportation called by the Governor will continue through November 30. It is unknown whether there will be further action on the joint proposal prior to the November 8th election. Highlights of September's state report:

- Local sales tax measures
- Joint Transportation Funding Proposal
- Status of Bills on which the Board has adopted a position – introduced in the second half of the 2015-16 Regular Session

Federal Legislative Update:

Susan Lent, STA's federal lobbyist (with Akin Gump) continues to research and provide more information on the federal funding opportunities for STA's priority projects. This guidance shapes the STA Board's discussions with federal legislators and agency staff. STA Board members are scheduled to travel to Washington DC in early 2017. Highlights of September's federal report:

- Federal Appropriations Continuing Resolution (funding through Dec. 9th) approved by Congress yesterday and awaiting President's signature today or tomorrow.
- MPO Coordination and Planning Area Reform - proposed rule by FHWA and FTA - comment period extended to October 24th. MTC is on record in opposition. Rule proposes to consolidate the 6 northern California MPOs.
- Strategic Agenda for Pedestrian and Bicycle Transportation released by FHWA, including their identified activities (for bike/ped) that would qualify for funding across 14 grant programs.
- The House passed the Transit Security Grant Program Flexibility Act (HR 5943) that would give transit agencies 3 years (instead of 2) to undertake transportation security grants.

STA staff will bring to the December STA Board meeting the draft 2017 Legislative Priorities and Objectives, after the Presidential election, which may impact the STA's legislative strategy during the next federal administration.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



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

September 27, 2016

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – October 2016**

Legislative Update

Since the Legislature adjourned the 2015-16 session early in the morning on September 1, the Governor has been reviewing and taking final action on hundreds of bills sent to him late in the year. While the regular session has adjourned, the Special Session on Transportation is still active, but must adjourn by November 30. The general election is scheduled for November 8 and there is a slight chance the legislature may come back after the election in a “lame-duck” session to tackle transportation funding. In any case, the new class of legislators will return for one day in December, to organize for their 2017-18 Legislative Session. In this report we discuss local sales tax measures, the latest on transportation funding, and, we highlight the most relevant bills – bills on which the Board has adopted a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

Local Sales Tax Measures

On November 8, 14 counties across California are asking voters to extend, add to, or for the first time, enact, a local sales tax to fund transportation. Six existing counties and eight new counties are attempting to secure the two-thirds vote threshold required to approve sales taxes. The existing self-help counties are as follows: Contra Costa; Los Angeles; Sacramento; San Francisco; San Diego; and, Santa Clara. The eight new counties hoping to join the ranks are: Humboldt; Merced; Monterrey; Placer; San Luis Obispo; Santa Cruz (which has an existing tax, but dedicated only to the county’s transit district); Stanislaus; and, Ventura. As you know, in June 2016, Solano County voters failed to approve Measure H, a five-year general tax that would have been used to, among other things, fund transportation projects in the County.

Joint Transportation Funding Proposal

As we reported last month, on August 24, Senator Jim Beall and Assembly Member Jim Frazier unveiled a joint transportation funding proposal designed to repair and maintain state highways and local roads, improve trade corridors, and support public transit & active transportation. Currently, the \$7.4 billion a year transportation funding proposal includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections.

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Sacramento, CA 95814

More specifically, the proposal would:

- Eliminate the Board of Equalization's annual adjustment of the gas excise tax, increase the gas excise tax by 17 cents and index it to the Consumer Price Index (generating \$3.6 billion annually)
- Increase the diesel excise tax by 30 cents and index it to the Consumer Price Index (generating \$900 million annually)
- Increase the incremental diesel sales tax to 5.25% and index the increment to the Consumer Price Index (generating \$216 million annually)
- Increase the vehicle registration fee by \$38 and index it to the Consumer Price Index (generating \$1.3 billion annually)
- Introduce an annual zero-emission vehicle fee of \$165 per vehicle and index it to the Consumer Price Index (generating \$16 million annually)
- Redirect vehicle weight fees that are currently allocated to transportation debt service to transportation purposes (repurposing \$1 billion over five years)
- Allocate additional Cap and Trade auction proceeds as follows:
 - +10% to the Transit and Intercity Rail Capital Program (netting \$200 million annually)
 - +5% to the Low Carbon Transit Operations Program (netting \$100 million annually)
- Identify miscellaneous transportation revenues (netting \$149 million annually)
- Require repayment of outstanding transportation loans over two years (freeing \$746 million in one-time revenue)

The new revenues would be spent according to these categories:

- **State** – \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** – \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** – \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** – \$516 million annually for transit capital projects and operations.
- **Freight** – \$900 million annually for goods movement.
- **Active Transportation** – \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.

The proposal would set aside \$200 million of annual revenues to counties that adopt local sales tax measures.

The authors have tried to balance the expenditures based roughly on a 50-50 split between state and local agencies for transportation maintenance and rehabilitation needs.

The authors are also proposing a Constitutional Amendment to help locals increasing funding at home by lowering the voter threshold for transportation tax measures to 55 percent.

Finally, the proposal would: put into place constitutional protections that would prohibit the Legislature from borrowing or redirecting new revenues for purposes other than those specifically outlined in Article 19 of the State Constitution; create the Office of the Inspector General; and, put into place efficiency measures, such as CEQA streamlining and advanced mitigation, designed to expedite project delivery and reduce overall project costs.

As the Special Session on transportation continues, we will report to the Board any progress in moving this funding plan forward.

Special Session Bills of Interest (Adjourns November 30)

ABX1 1 (Alejo) Vehicle Weight Fees (*Pending*)

This bill would undo the statutory scheme that requires vehicle weight fees to be transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds, and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships (*Pending*)

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a method of procurement available to regional transportation agencies until January 1, 2030. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).***

ABX1 24 (Levine and Ting) Bay Area Transportation Commission (*Pending*)

Effective January 1, 2017, this bill would recast the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission (BATC) and merge the responsibilities of the Bay Area Toll Authority with the new Commission. The bill would require BATC commissioners to be elected by districts comprised of approximately 750,000 residents and award districts with a toll bridge two seats on the Commission. ***The Board OPPOSES ABX1 24 (Board Action: 10/15/15).***

SBX1 1 (Beall) and ABX1 26 (Frazier) Transportation Funding (*Pending*)

As discussed in detail above, these bills would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 17 and 30 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$7.4 billion per year. ***The STA Board SUPPORTS these bills (Board Action: 7/8/15).***

Regular Session Bills of Interest

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes (*Failed*)

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

AB 516 (Mullin) Temporary License Plates (*Signed by Governor*)

This bill would, beginning January 1, 2018, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. ***The STA Board SUPPORTS this bill (Board Action: 4/23/15).***

AB 779 (Garcia) Congestion Management Programs (*Vetoed by Governor*)

In an earlier incarnation, this bill would have deleted the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program. The bill was subsequently amended to reflect unrelated provisions. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

AB 1591 (Frazier) Transportation Funding (*Failed*)

This bill would increase several taxes and fees beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, freight corridor improvements, and transit and intercity rail needs. Specifically, this bill would increase both the gasoline and diesel excise taxes by 22.5 and 30 cents, respectively; increase the vehicle registration fee; dedicate additional shares of Cap and Trade revenues to transit; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$7 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 2/10/16).***

AB 2170 (Frazier) Trade Corridors Improvement Fund (*Vetoed by Governor*)

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act (FAST Act) to be allocated to the Trade Corridors Improvement Fund for trade corridor improvement projects approved pursuant to the Trade Corridors Improvement Program, established under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006 (Proposition 1B). ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

AB 2742 (Nazarian) Public Private Partnerships (*Failed*)

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. This bill would extend the P3 authorization until January 1, 2030. ***The STA Board SUPPORTS this bill (Board Action 5/11/16).***

SB 838 (Committee on Budget and Fiscal Review) State Transit Assistance Fix (*Signed by Governor*)

This bill would make various policy changes related to transportation; of most importance is the bill's provision that would direct the State Controller's Office to temporarily return to the long-understood methodology for allocating any unallocated funding from the State Transit Assistance (STA) program for Fiscal Year (FY) 2015-16, for all funds to be allocated in FY 2016-17 and possibly through FY 2017-18. ***The STA Board SUPPORTS this bill.***

SB 824 (Beall) Low Carbon Transit Operations Program (*Signed by Governor*)

This bill would create greater flexibility in the Low Carbon Transit Operations Program (LCTOP), funded by Cap and Trade revenue, to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; use funding for operations over multiple years; shift to a programmatic DAC requirement, and, loan and/or transfer its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. ***The STA Board SUPPORTS this bill (Board Action: 5/11/16).***

SB 1128 (Glazer) Bay Area Commute Benefit Policy (*Signed by Governor*)

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

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M E M O R A N D U M

September 29, 2016

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

During the month of September we provided advice regarding the strategy for pursuing federal funding for STA priority projects in fiscal year 2017. We also continued to monitor developments in Congress and at the Department of Transportation and bring them to the attention of STA staff.

Fiscal Year 2017 Appropriations

On September 28, Congress approved a Continuing Resolution (CR) to fund the federal government through December 9 at fiscal year 2016 levels. The President will sign the CR into law today or tomorrow. Democratic members had held up the CR over funding for drinking water infrastructure improvements in Flint Michigan, but Congress ultimately agreed to provide funding for Flint in separate legislation specifically focused on water infrastructure.

Congress will return after the elections to decide on a spending plan for fiscal year 2017. At this point, no one knows whether Congress will pass an omnibus bill that funds the entire government for fiscal year 2017, several “minibus” bills that group certain federal departments and agencies together, or another CR that funds the federal government into sometime next year – leaving funding decisions to the next Congress and President.

Metropolitan Planning Organization Coordination and Planning Area Reform

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) extended the comment period for a proposed rule that would revise the transportation planning regulations to consolidate Metropolitan Planning Organizations (MPOs) from August 26 to October 24. The intent of the proposed rule is to promote unified planning for urbanized areas where there is more than one MPO designated within the area. The proposed rule proposed that MPOs develop a single metropolitan transportation plan, a single transportation improvement program (TIP), and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan.

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The Metropolitan Transportation Commission for the San Francisco Bay Area (MTC) joined with adjacent MPOs in opposing the proposed rule in comments filed on August 24, asserting that the threshold for the Rule's applicability is too low and should not be applied where it would impact only small populations. The proposed rule would consolidate the six northern California MPOs, even though the shared urbanized area represents only a small share of each region's total population. The comments noted that for MTC and the Association of Monterey Bay Area Governments (AMBAG), the geographic area in question is just 0.68 square miles and includes a population of approximately 606 or only 0.01 percent of MTC's population and 0.08 percent of AMBAG's. It also notes that the geographic area shared by MTC and the Sacramento Area Council of Governments (SACOG) is less than - 0.00012 percent.

Members of Congress, the American Association of State Highway and Transportation Officials, and many state departments of transportation, have urged FHWA and FTA to withdraw the proposed rule arguing that it would change a system that has been working well for decades without improving the planning process.

Strategic Agenda for Pedestrian and Bicycle Transportation

On September 16, the FHWA released its *Strategic Agenda for Pedestrian and Bicycle Transportation*, which focuses on eliminating fatalities and reducing injuries. The strategic plan sets a goal of an 80 percent reduction in pedestrian and bicycle fatalities and serious injuries in 15 years. The report states that FHWA will provide technical assistance to states and MPOs and develop a report for Congress on best practices for improving safety. The report recommends implementing bicycle and pedestrian performance measures, advancing research on pedestrian and bicycle exposure to injuries and fatalities and developing policies and promoting strategies to reduce vehicle speeds on multimodal corridors. In August, FHWA released a detailed [table](#) identifying activities supporting pedestrian and bicycle transportation that would qualify for funding across 14 grant programs.

Transit Security

On September 26, the House passed *The Transit Security Grant Program Flexibility Act* (H.R. 5943) by voice vote. The bill would give transit agencies three years to undertake transportation security grants versus two years under current law. The bill was introduced by Rep. Donald Donovan (R-NY) and reported by the House Committee on Homeland Security on September 13 by voice vote.

It is not clear whether the Senate will act on the bill this year, but Congress may address the transit security grant program next year as part of broader legislation to address surface

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transportation security. On September 22, Senate Homeland Security Committee Chairman John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) released legislation to require the Transportation Security Administration (TSA) to conduct an analysis and implement a risk-based security model for surface transportation facilities and mandate risk-based budgeting for surface transportation security focusing resources on current threats. House Homeland Security Committee Chairman Michael McCaul (R-TX) released a plan to prevent and respond to domestic terror attacks on September 20. The plan recommends that DHS assist local communities in addressing the most likely terror attack scenarios, but does not specifically address the security of transit facilities.

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DATE: September 29, 2016
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: Project Delivery Update

Background:

As the County Transportation Authority and Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) works with member agencies to allocate and program federal, state and regional transportation funds and to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

The Metropolitan Transportation Commission (MTC)'s resolution 3606 describes delivery policies for the San Francisco Bay Area and is included as Attachment A as reference. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2015-16 should have provided their Request for Authorization (RFA) to proceed with obligation from Caltrans by MTC's November 1, 2015 deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

PROJECT DELIVERY STATUS

The list is an update received from PDWG members September 2016. Vallejo's Downtown Streetscape project moved to FY16-17.

Project on Schedule
Project Behind Schedule
In Danger of Losing Funds

FY 2015-16 OBAG Projects		
Project Sponsor	Project Name	Update
Rio Vista	SR12 SR2S Crossing	Construction to complete in late September
Solano County	Suisun Valley Bike and Ped Imps	E-76 issued 5/26/16, project bids accepted. Project CON will begin in late October
Suisun City	Suisun-Fairfield Intercity Rail Station	Construction Complete
Suisun City	Driftwood Dr. SR2S Project	Original bids came back high and were rejected. Project sponsor decided to re-bid contract in February and construct in Summer of 2017.
Vacaville	Vacaville SR2S Project	Project rejected all bids, due to cost overrun. Accepted rebid and project is complete.
Vallejo	Vallejo SR2S Project	Construction Complete

Solano Countywide has three OBAG Cycle 1 projects scheduled for obligation in FY 2016-17. Those projects and their statuses are included below:

FY 2016-17 OBAG Projects		
Project Sponsor	Project Name	Update
Vacaville	Alison Dr Bike/Ped	Field Review Completed
Vallejo	Downtown Streetscape Phase IV	Field Review Completed July 14th
Dixon	SR2S Project	Field Review Completed in May

Solano County and its cities also have a total of 14 Local Safety Program (HSIP) projects in Cycle 5, 6, and 7; totaling \$5.8M. The obligation deadline for these to have their RFA for CON is June 30th.

HSIP Projects		
Project Sponsor	Project Name	Update
Cycle 5		
Solano County	Midway/Sievers Rd	Project Complete
Solano County	Solano County Guardrail Project 2013	Project Complete
Solano County	Pleasants Valley Rd	Utility conflict. CON in early 2017.
Vallejo	Sonoma Blvd Improvements	Additional Funds provided for additional studies needed.
Cycle 6		
Fairfield	Travis Blvd Striping	Project Complete
Fairfield	North Texas at Acacia St Left Turn Phase	E-76 received in late July. Open bids in late October.
Solano County	Cordelia-Lake Herman Rd Safety	RFA submitted in early September
Solano County	Hartley-Rockville Rd Safety Improvements	CON began early September, with 60 working day contract.
Solano County	Dixon Ave-Putah Creek Rd	CON began early September, with 60 working day contract.
Suisun City	Walters Rd/Pintail Dr	Project Complete
Cycle 7		
Suisun City	EB State Rt. 12 between Pennsylvania Ave and Marina Blvd	Field Review in late July. RFA for PE submitted early August. E-76 for PE expected soon.
Suisun City	1) Sunset Ave between Highway 12 and a point approx. 300 feet north of Railroad Ave East. 2) Walters Rd between Highway 12 and E. Tabor Ave.	Field Review in late July. RFA for PE submitted early August. E-76 for PE expected soon.
Benicia	The intersection of East 5th St and Vecino St, and along East 5th St between I-780 and Vecino St	Field Review on 9/13/16. PE RFA to be submitted prior to September 30 th deadline.
Benicia	The intersection of Military West, West 7th St, Carolina Dr, and Buena Vista	Field Review on 9/13/16. PE RFA to be submitted prior to September 30 th

UPCOMING PROJECT DELIVERY DEADLINES

Every year MTC produces an annual obligation plan to forecast the programming of federal funds for upcoming fiscal years; Congestion Management Air Quality (CMAQ) and Surface Transportation Program (STP). Projects programmed for an upcoming fiscal year must meet resolution 3606 deadlines for project delivery. Upcoming project delivery deadlines are as follows:

FY 2016-17 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2016-17 Annual Obligation Plan is as follows:

- September 2016: Proposed Final Obligation Plan reviewed by partnership working group
- September 30th: Last day to obligate HSIP and HBP projects.
- October 1, 2016: Final FY 2016-17 Obligation Plan submitted to Caltrans
- November 1, 2016: Deadline for submittal of Requests for Authorization to Caltrans
- January 31, 2017: Obligation deadline for funds in Annual Obligation Plan
- February 1, 2017: Unused Obligation Authority available first-come first-served

PROPOSED ANNUAL OBLIGATION PLAN

Due to a less than acceptable project delivery rate for FY 2015/16; as of January 31, less than 30% of the targeted STP/CMAQ OA had been obligated, MTC staff is recommending changes to the Annual Obligation Plan. In examining the low delivery rate, MTC staff has noticed many projects were not ready to proceed when placed in the FY 2015-16 Annual Obligation Plan, and therefore many project sponsors were unable to meet the November 1 Request for Authorization (RFA) deadline, even though the annual obligation plan was made final only a month earlier.

The proposed changes to the Annual Obligation Plan can be found in Attachment B, but are summarized below:

- SPOC Involvement: All projects included in the annual obligation plan must be approved by the SPOC of that agency.
- Missed Project Delivery Deadlines: Agencies that have missed prior project delivery deadlines will be required to provide a project delivery schedule for all FHWA funding projects to the MTC prior to these projects being included in the annual obligation plan.
- Field Reviews: Field reviews should be scheduled for projects in the upcoming fiscal year by June 30th, with documentation of completion sent to MTC by September 30th.
- RFA Time Allowance: Project sponsors should allow for 90 days for Caltrans to process an RFA and receive an E-76.

INACTIVE OBLIGATIONS UPDATE

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. More information regarding Inactive Obligations and its repercussions can be found on Caltrans Local Assistance website: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

As a regular discussion topic for the Solano PDWG, the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects. Projects that have not sent in invoices in the past 6 months are added to the list. There are a total of 9 inactive projects in

Solano County this month, with 2 of them coming from the STA, 2 from Solano County, 2 from Caltrans, 2 from Vallejo, 1 from Dixon, and 1 from Suisun City (Attachment A). The STA has invoiced for the Transit Ambassador Program and Countywide SR2S program which are listed as inactive project now, and it should be off the list by next month. Solano County's Suisun Valley Rd @ Suisun Creek needs to be invoiced as soon as possible, or funds will be lost by September 31st.

Projects that continue to stay on this list could have their funding de-obligated.

Fiscal Impact:

None, unless projects become de-obligated due to inactivity

Recommendation:

Informational.

Attachment:

A. Inactive Projects List

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
09/15/2016

Project No.	Status	Agency Action Required	Agency	Description	Authorization Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5030057	Inactive	Invoice Overdue. Provide Status update to DLAE.	Vallejo	SONOMA BLVD.(SR29) BETWEEN FLORIDA ST AND GEORGIA ST. ROAD DIET, REDUCE TRAFFIC LANES FROM 4 TO 2, ADD BIKE LANES	11/8/2013	6/13/2016	\$188,986	\$117,102	\$51,660	\$65,442
5923024	Inactive	Invoice Overdue. Provide Status update to DLAE.	Solano County	SUISUN VALLEY RD @ SUISUN CREEK, BRIDGE REPLACEMENT, BR. NO. 23C-0077	4/15/1996	9/10/2015	\$3,474,913	\$2,970,530	\$2,914,191	\$56,339
5056019	Inactive	Invoice under review by Caltrans. Monitor for progress.	Dixon	WEST A STREET BETWEEN BATAVIA RD. AND PITT SCHOOL RD. ROAD REHABILITATION	7/7/2015	1/26/2016	\$559,000	\$489,570	\$0	\$489,570
5923106	Inactive	Invoice under review by Caltrans. Monitor for progress.	Solano County	17 CURVE LOCATIONS IN SOLANO COUNTY INSTALL GUARDRAILS	7/26/2013	1/26/2016	\$279,538	\$198,000	\$17,060	\$180,940
6249035	Inactive	Invoice under review by Caltrans. Monitor for progress.	Solano Transportation Authority	WITHIN SOLANO COUNTY, PUBLIC TRANSPORTATION SYSTEM, SOLANO TRANSIT AMBASSADOR PROGRAM	3/14/2014	9/1/2015	\$282,391	\$250,000	\$11,991	\$238,009
5032027	Future	Invoice returned to agency. Resubmit to District by 11/20/2016	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	4/27/2014	12/11/2015	\$433,238	\$389,900	\$90,373	\$299,527
5030056	Future	Invoice under review by Caltrans. Monitor for progress.	Vallejo	SACRAMENTO STREET OH IN THE CITY OF VALLEJO, SEISMIC RETROFIT - REPLACE BRIDGE	11/16/2011	12/15/2015	\$800,000	\$708,240	\$162,366	\$545,874
5094063	Future	Submit invoice to District by 11/20/2016	Vacaville	IN THE VININITY OF VACAVILLE HIGH SCHOOL, FOXBORO E. S., VACAVILLE CHRISTIAN H.S SIDEWALK, ADA RAMPS, BIKE PATH,SIGNAGE IMPROVEMENT	2/20/2014	11/12/2015	\$405,572	\$343,207	\$66,500	\$276,707
6249026	Future	Submit invoice to District by 11/20/2016	Solano Transportation Authority	COUNTYWIDE - SOLANO COUNTY, SAFE ROUTE TO SCHOOL EDUCATION & RIDESHARING	7/20/2011	11/5/2015	\$1,215,535	\$1,011,000	\$971,000	\$40,000

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DATE: September 19, 2016
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Transit Consultant
RE: Status of Planning for SolanoExpress Service Changes Based on Corridor Study, Phase 2

Background:

In December of 2014, STA completed the I-80/I-680/I-780/SR12 Transit Corridor Study (TCS Phase 1). The TCS Phase 1 assessed the current “intercity” bus services operating in Solano County—those routes that connect Solano County cities and connect the county to other counties—and branded as SolanoExpress. That study recommended a more focused and frequent core system primarily operating along the I-80 and I-680 freeway corridors. The proposed routing alternative – referred to as Alternative B in the TCS Phase 1 – consists of three all-day, frequent routes, designated by color (Attachment A):

Yellow Line – Operating from Sacramento and Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station.

Red Line – Operating from Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station.

Blue Line – Operating from the Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military (Benicia) and then via Interstate 680 to the Walnut Creek BART Station.

In December of 2014, the STA Board directed a Phase 2 development process that included a public review and input element; and, proceeding to Phase 2 to refine the selected alternative from Phase 1.

During 2015, the consultant was hired to complete the refined plan for the service envisioned by the Board direction in December of 2014. The consultant is Arup, the same consultant used in the initial planning study. The public review process was completed in about October of 2015 and resulted in certain modifications to the selected alternative, including retaining peak period Route 90 service to El Cerrito del Norte BART station for a transition period. Arup, STA, and consultants have continued to work on refining the selected alternative, including a workshop with the Board in July of 2016.

Discussion:

When moving from a conceptual service plan to actual implementation, transit agencies typically must shift to a precise methodology for preparing schedules and allocating its fleet of buses. This determines the precise number of “revenue service hours” and, therefore, the cost of providing the service.

A scheduling firm (CSched) was brought on board by STA to go through a process of preparing schedules and allocating buses. The schedules were developed based on specifications from the planning process, and included the most currently available data on traffic congestion to create the most accurate “run times”.

Based on expected financial resources and projected cost per hour to provide the service, STA staff anticipates that the program can sustain about 72,000 revenue hours of service in the year of expected implementation (FY2017-18). The initial version of schedules developed by the scheduler based on the new service plan developed by ARUP would optionally require about 110,000 hours of service, substantially higher than financial resources currently available for Solano Express Service.

Here are some of the likely reasons for the difference.

1. Underestimating the impacts of I-80 and I-680 traffic congestion on scheduled running times proposed in the initial study.
2. The requested continuation of Route 90 during peak periods. The initial plan called for shifting service that is the current Route 90 accessing BART at El Cerrito del Norte station to a consolidated route that services the Walnut Creek BART station. Public input and input provided by FAST requested retaining peak period existing Route 90 service for a transition period.
3. Underestimating the number of service hours needed to attain the performance and service goals established in the initial corridor study, including improving frequency, expanding hours of service, and consolidating routes to improve connectivity within the county destinations.

The initial target schedules, if implemented, would exceed the available annual \$10 million subsidy resources by about \$2.5 million, assuming a farebox recovery of 50 percent. This is the performing target, but may not be attainable in the first year of service. So, STA is considering recommending to phase in the new service plan within existing financial and capital resources and developing phases for moving toward the recommended service plan in future years as additional resources and capital improvements can be made.

Currently, a key finding from the initial study is that only one of the seven current Solano Express routes is attaining STA’s adopted performance objectives – the Route 80. A second route – the Route 90 – is attaining some performance objectives. All five other Solano Express Routes (20, 30, 40, 78 and 85) are not attaining the STA’s adopted performance objectives. Further, over time, there continues to be little growth in overall ridership usage of the current Solano Express service for these five routes not obtaining the performance objectives. Although the full design conclusions of the study may be difficult to fully implement in the initial years of the proposed revised service plan due to cost and within the limitation of existing financial resources, the overall focus, and objective of trying to improve the performance of the Solano Express service continues to be valid.

Staff is recommending the following based on progress to date:

1. The overall plan for improvements should be used as a longer-term target, based on securing adequate resources and implementing the proposed service changes in phases.
2. STA and the two Solano Express Transit Operators, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), now have in place the planning resources, including an operator implementation working group and a skilled operations scheduling consultant, to proceed with effective operations planning.
3. A phased approach can be developed for implementation with fairly limited further analysis to scale implementation based on available resources.

Staff from STA, FAST and SolTrans are working with the scheduling firm to develop the draft service schedule for review by the STA Board at their December 2016 meeting.

Financial Impacts:

This agenda item, in and of itself, does not have significant financial impacts. Funds for current and expected planning are contained within in existing budgets and are projected to provide 72,000 in annual SolanoExpress service hours.

Recommendation:

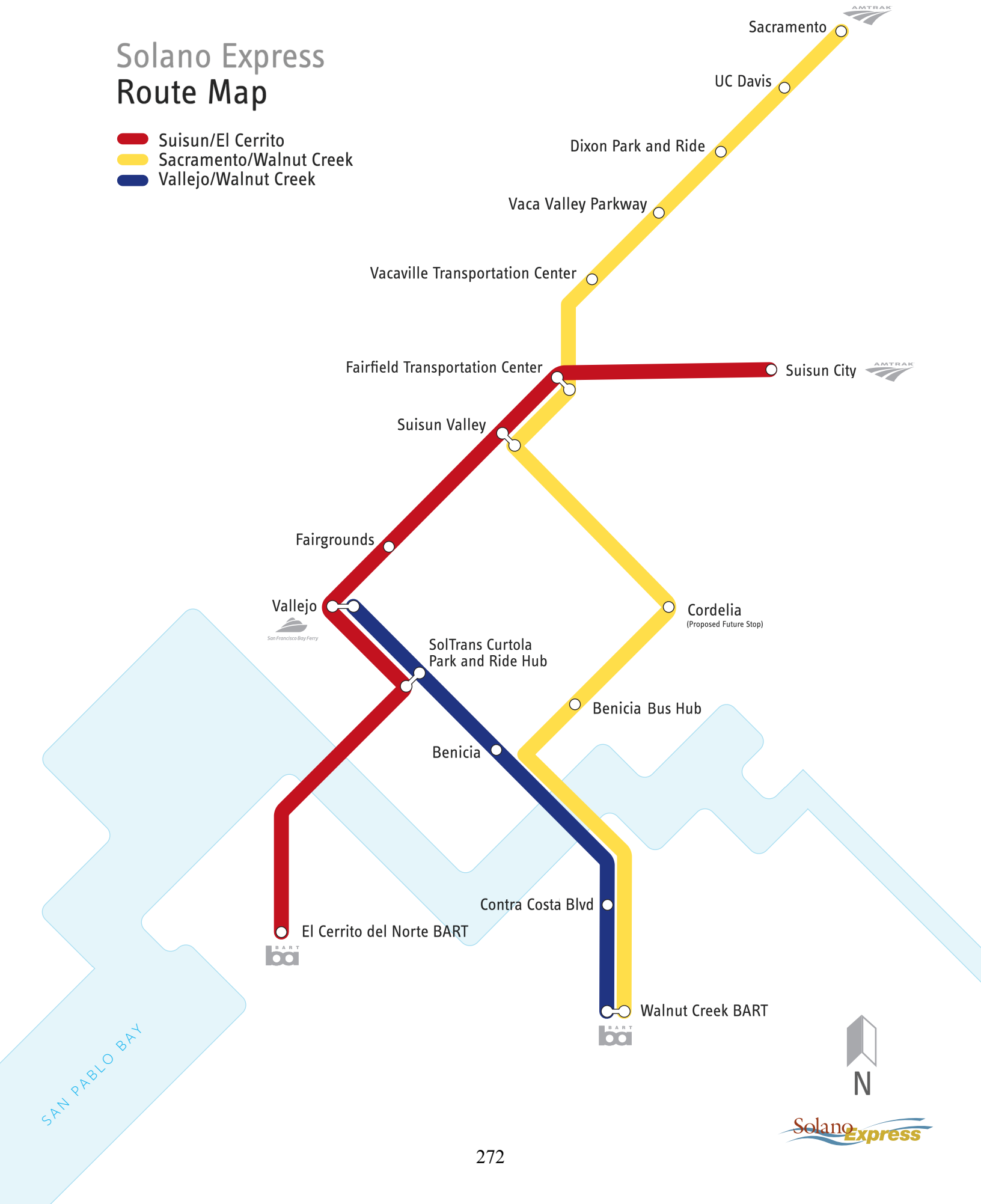
Informational.

Attachment:

- A. Transit Corridor Study Service Plan Change Routes

Solano Express Route Map

- █ Suisun/El Cerrito
- █ Sacramento/Walnut Creek
- █ Vallejo/Walnut Creek





DATE: October 3, 2016
TO: STA Board
FROM: Daryl Halls, Executive Director
Liz Niedziela, Transit Program Manager
RE: History of State Transit Assistance Funds (STAF) Population-Based Funds –
Allocations and STA Funding Priorities

Background:

State Transit Assistance funds (known as STAF in Solano County) are derived from revenue generated from statewide sales tax on diesel fuel. STAF funds are to be used to provide financial assistance for public transportation including funding for transit planning, operations, and capital acquisition projects. The Consortium and a member of the STA Board have requested a history of STA's programming of STAF funds. This staff report focuses first on Northern Counties STAF Solano share and then on Regional Paratransit funds.

From the state level to the local level, the STAF are distributed through various channels. To begin with, 50% is distributed based on revenue factors. The other 50% is distributed to regions by population. In the Bay Area, the latter 50% is directed to Metropolitan Transportation Commission (MTC).

MTC maintains a portion of the funds for transit coordination projects such as Clipper, 511, Transit Connectivity. MTC apportions the balance via three broad categories: Northern Counties/Small Operators, Regional Paratransit, and Lifeline. Solano receives STAF funds to be programmed via all three categories. For the past fifteen years, MTC distributes the Northern Counties and Regional Paratransit funds for Solano County, based on recommendations from the Solano Transportation Authority (STA). Solano also receives a portion of the Lifeline funds which is also programmed by STA. This is a newer STAF category established by MTC, with recommendations provided by STA's Lifeline Advisory Committee, over five years ago to fund projects for low-income populations. Lifeline projects have typically been priority projects identified through Community Based Transportation Plans (CBTPs) and been selected for funding through a competitive process overseen by the STA.

For many years, Solano's Northern County STAF population share has fluctuated and ranged from a low at zero in Fiscal Year (FY) 2009-10 to a high of \$1,959,512 in FY 2012-13. It has averaged \$1,205,116 per year since FY 2004-05. Although STAF may be used for intercity operating, given the small amount the county received and its wide swings of funding levels, it has typically been used for one-time investment such as local matches for vehicle purchases, planning and one-time projects and start-up programs. On occasion, it has been used to cover short-term intercity service operating funding shortfalls.

Regional Paratransit STAF revenue is typically smaller – approximately \$200,000 annually. Regional Paratransit STAF revenue has primarily been used for one-time capital expenses for the two largest intercity paratransit services operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans formerly Vallejo Transit), occasionally to fill operating funding gaps, and recently for the start of Mobility Management Programs focused on mobility services for Solano County's growing population of seniors and persons with disabilities.

Discussion:

Cities of Benicia, Fairfield, and Vallejo have long used their local Transportation Development Act (TDA) funds for transit only, it was not until the last seven years that the remaining four agencies in Solano discontinued using TDA funds for streets and roads. This County practice is allowable and more precautionous in rural areas and Solano County local agencies were the last in the Bay Area to not utilize their local TDA funds exclusively for transit. While local jurisdictions used TDA for local streets and roads, the county was subject to the Unmet Transit Needs process. In 2008, three jurisdictions (Suisun City, Rio Vista, and the County of Solano) continued to use TDA for streets and roads. In 2007, the City of Vacaville discontinued this practice. MTC relied on STA to manage the Unmet Transit Needs process each year which continued until FY 2012 when the remaining three agencies opted out of this process.

As transit operators' operating and capital replacement costs became more challenging, particularly for the larger intercity operators, FAST and Vallejo Transit (subsequently SolTrans when Benicia and Vallejo Transit systems merged in 2013) who were already using all their transit funds for transit, the Northern Counties STAF became more important to pass a special countywide transportation sales tax. Despite three separate attempts, Solano is still the only Bay Area County that does not benefit from a local transportation sales tax. As a result, STAF has been a valuable funding source in Solano to assist with operating shortfalls on intercity routes as well as to advance multi-jurisdictional transit projects and begin replacing SolanoExpress buses.

Small Operators/Northern County

Since the mid-1990s, the STA has managed the county's STAF funds following its formation as Joint Powers Agreement (JPA) by the seven cities and the County. In the mid-1990s, the STA began operating Solano Paratransit as a result of a non-profit suddenly being unable to operate the service and the County of Solano requesting STA takes over the service. Following the previous service model, it began as a countywide American with Disabilities Act (ADA) plus paratransit service managed by the STA and operated under contract by Fairfield-Suisun Transit (now FAST); Vallejo Transit assumed the south county intercity ADA paratransit operations with Benicia subsequent to taking over the service from Vallejo for Benicia. STA claimed the TDA funds for the service contracted to FAST for operation while STAF was used for the local match to fund vehicle replacements. TDA claims were based on an intercity funding agreement specifically for Solano Paratransit that served five jurisdictions. For many years, both Northern County and Regional Paratransit STAF funds were primarily used for the local match for vehicle replacements for the two largest operators (Vallejo Transit and Fairfield-Suisun Transit) who both were using all their local TDA funds for transit operations (Vallejo and Fairfield only).

To maintain Yolo Solano air district funding, in 1997, STA assumed management of Route 30 (Fairfield-Sacramento) from FAST and contracted operations with YoloBus who could operate the service with alternative fuel vehicles. As the air district funding gradually reduced, Northern County STAF helped sustain the route while the service was promoted and the route matured with increased ridership and a subsequent funding agreement developed by STA with Dixon, Fairfield, Vacaville and County of Solano. In 2000, STA transferred the operation of the Route 30 service back to FAST. STAF funds also supported Vallejo Transit Route 85 (Vallejo-Fairfield via SCC) for several years. The passage of RM2 in March 2004 provides operating funding for SolanoExpress Bus Service that crosses the bridge. Route 30 is managed by STA and did not qualify for RM2 funding since it services Sacramento and does not cross a bridge. Route 85 received funding support since it provided service 7 days a week and serves Fairfield residents as well.

In 2006, Northern County STAF exceeded \$500,000 for the first time. This allowed not only funding for operating assistance to sustain Routes 30 and 85, but also the ability to fund some transit operator priority projects and some intercity jurisdictional transit studies and marketing as part of the SolanoExpress (formerly Solanolinks) efforts. Fuel prices had been rapidly increasing and there was a concern about relying on STAF too much for operating. The Intercity Transit Funding (ITF) Agreement was initiated by STA at the request of Vallejo Transit and FAST to address the issue of stabilizing funding for intercity routes and to phase out reliance upon STAF given its volatility. This was modeled by STA on the Solano Paratransit funding agreement. The STA Board approved a set of priorities for STAF funds (Attachments A and B).

With a sudden increase in one time STAF funds in FY 2007-08 (which was not expected to be sustained), STA directed STAF to transit capital. Funds began to be reserved for intercity bus replacement and a countywide multi-year transit capital plan was created. Over \$500,000 was also directed to intercity routes' operations to help sustain the service with the unexpected increased costs associated with a significant fuel price increase. MTC passed Resolution 3814 stating that concurrence from STA for would be needed for all Solano County STAF allocations. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3837.

In FY 2009-10, STAF significantly decreased, but fuel prices had fortunately also declined. The majority of the STAF was still allocated by STA to intercity operations which reduced the financial burden on all operators who participate in the ITF. Funding was available for other projects requested from transit agencies that were using all their TDA for transit purposes. In 2010, the unexpected happened, all STAF was suspended by the State of California due to the state fiscal crisis. Fortunately, STA had reserved enough STAF in the previous year and with the previous passage of RM2 fund by Bay Area voters in 2004 and the development of the ITF Agreement, the SolanoExpress service was sustained intact.

In FY 2010-11, STAF returned, thanks to a successful lawsuit and a restructuring of the fund. Proposition 22 and follow-up legislation has resulted in a stabilization of STAF by continuing the "historic" sales tax rate of 4.75% on diesel fuel (of which half goes into the STAF and the other half is available for appropriation from the Public Transportation Account) and enactment of the "gas tax swap" resulting in a new increment of state excise tax on diesel fuel dedicated to STAF. With all of the RM 2 funded SolanoExpress buses scheduled to retire in the next ten years, rebuilding the intercity transit vehicle replacement local match reserve has become a priority. With the inauguration of the newly consolidated transit agency SolTrans, supporting its transition and start-up was another priority. Other new projects that supported the intercity routes' operations also received funding.

In FY 2011-12, STAF was focused on new transit projects and services such as supporting the formation of the new SolTrans JPA, local match for new transit route on Hwy 12/Jameson Canyon (Vine 21), Transit Corridor Study was programmed, transit capital stop for the new County building opened in Vacaville, and a new SolanoExpress marketing campaign.

In FY 2012-13, the priority was on transit coordination countywide with funding of the first countywide Coordinated SRTP for all five transit operators, Intercity Ridership Study, Public Private Partnership Study for ten transit centers, Intercity transit marketing, intercity transit capital replacement local match reserve, Mobility Management programs, provide transit support to Dixon Redit-Ride and Rio Vista Delta Breeze, and funding near the Benicia Bus Hub project.

In FY 2013-14, the emphasis on the future continued with additional STAF funds reserved for intercity transit capital replacement local match, Clipper implementation, a transit alternative fuel study, and improvements to the Suisun Amtrak Station. Also, MTC designated STA as the Consolidated Services Agency for Solano County.

In FY 2014-15, the focus on the future continued with additional STAF funds reserved for the intercity transit capital replacement local match, a P3 (Public, Private Partnerships) Implementation follow-up – Curtola Park and Ride Expansion, Coordinated Short Range Transit Plans for Solano County Transit Operators, Transit Corridor Study, and Benicia Intermodal.

In FY 2015-16, STAF continued to fund the intercity capital replacement local match and the transit coordination. Other projects include Suisun Amtrak project swap, Ridership Survey and Analysis and Water Transportation Plan.

STAF funding has been decreasing since FY 2013-14 from \$1,927,364 to an estimated \$1,250,753 for FY 2016-17.

Regional Paratransit

Until quite recently, Solano's STAF Regional Paratransit annual allocation has been less than \$200,000. From the mid-1990s until 2008 prior to when the intercity ADA paratransit services (Solano Paratransit) were replaced by a subsidized intercity taxi program for ambulatory only, the majority of Regional Paratransit funds were dispersed by STA to the two intercity ADA paratransit providers. Vallejo Transit provided the service in the Vallejo/Benicia area and STA/FAST delivered intercity ADA-plus paratransit service in the rest of the county. About half of the revenue (\$88,000) was annually directed to Vallejo Transit (see Attachment D) until STAF was suspended. The balance was used for Solano Paratransit local match for vehicle replacements, vehicle improvements, and some towards operations. Management of the PCC was also funded with Regional Paratransit funds. STAF Regional Paratransit funds have also been used to assist Benicia Transit with an operating shortfall for a period when they offered their own intercity paratransit service. After concerns were raised by funding partners about escalating costs for Solano Paratransit, funds were allocated for an assessment study of Solano Paratransit.

By the time STAF funding was restored in 2011, Solano Paratransit was dissolved by STA at the request of FAST and a new subsidized intercity taxi program for ambulatory ADA paratransit riders had been implemented countywide by the transit operators with Vacaville initially the lead agency managing the program. Regional Paratransit annual allocations were now higher. They were directed by STA to a countywide transportation study for seniors and people with disabilities as well as committee outreach. Two Senior Summits had been held by STA in 2009 and a new countywide forum formed, Solano Seniors and People with Disabilities Transportation Advisory Committee.

Following the completion of the countywide study, a mobility management planning effort was begun to prepare for implementation of priority projects. The Mobility Management Plan has been funded by Regional Paratransit funds as have projects such as the non-profit's Faith in Action Volunteer Driver Program and Intercity Subsidized Taxi Program.

In 2014, Regional Paratransit funds were used to fund the implementation of a new countywide ADA In-Person Eligibility Assessment program. These funds have been programmed by STA to implement the Mobility Management Travel Training Program, a Solano Mobility Website and Call Center for Seniors and People with Disabilities and to develop sustainability after short-term grant funding expires.

In 2015 and 2016, the ADA In-Person Eligibility Assessment program continued to be funded along with the two advisory committees Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council. Regional Paratransit funding has been decreasing since FY 2013-14 from \$375,000 to an estimated \$243,442 for FY 2016-17.

Summary Conclusion

In summary, the STA has been actively involved in assessing funding and ensuring the implementation of various intercity transit operations and programs since the mid-1990s when oversight of Solano Paratransit Service by STA was requested by the County of Solano. To stabilize that service, STA began its often replicated task of developing a funding agreement among transit operators to sustain this important service. Over the years, STAF funds have been increasingly used to be proactive in funding processes to stabilize intercity fixed-route and paratransit services and avoid service disruptions as well as to proactively prepare for the future. With multiple small transit operators and no countywide transit operator, MTC has relied upon the STA to coordinate and work with Solano's five (formerly six) local transit operators to distribute regional, State, and Federal transit funds consistent with the funding source policies and Solano County's transit priorities identified in the Solano Countywide Transportation Plan. This has been a longstanding successful and in recent years award winning process for the distribution of Small Operators/Northern Counties and Regional Paratransit State Transit Assistance Funds among various priorities, programs, projects and transit services.

Recommendation:

Informational.

Attachments:

- A. Historical Highlights for Small Operators/Northern County
- B. Historical Narrative for Small Operators/Northern County
- C. Historical Highlights of Regional Paratransit

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Historical Highlights
(Small Operator/Northern County)

<u>Fiscal Year</u>	<u>Activity</u>
1998	STA operates Rt. 30 under contract with YoloBus with alternative fuel vehicle and funding from YSAQMD and STAF. Begin transition away from YSAQMD funds with support of STAF.
2000	STA transfers Route 70 service contract to FAST.
2004	Bay Area voters approve RM 2 which provided Express Bus operating funding.
2005	STAF remains under \$500,000. Largest allocation to Vallejo Transit's Rt. 85 (\$175,000) for operating assistance to route connecting Vallejo and Fairfield via Solano Community College. RM 2 Express Service implementation by Vallejo Transit 91 and 92.
2005	MTC provides new Express Buses to Vallejo Transit and FAST.
2006	STAF exceeds \$500,000.
	Operating assistance to VT Rt. 85 and FAST Rt. 30.
	Route 78 started new service.
	Routes 91 and 92 were eliminated due to poor ridership performance.
	Funds to FAST ITS equipment and planned Central Transit Center
	Funds to Dixon for CBTP priority projects: medical shuttle and subsidized taxi scrip for low-income
	Funds to SolanoExpress marketing and multi-jurisdictional studies.
	STA begins managing MTC Lifeline funds.
	STA develops RM 2 funding agreement with Vallejo Transit and FAST.
	Fuel prices rapidly increasing significantly impacting cost of bus operations. Uncertainty of when prices will plateau.
	Intercity Transit Funding (ITF) agreement initiated at request of Vallejo Transit and FASTS to avoid recurring funding shortfalls on key intercity routes and reducing dependency on volatile STAF.

2007	<p>STAF revenue significantly increases to over \$2 million due to State Proposition 42 and spillover funds.</p> <p>First \$1 million reserve created for intercity vehicle replacement to cover several years in future.</p> <p>Over \$500,000 directed to Vallejo Transit and FAST for intercity operating assistance to assist in development of Intercity Funding Agreement.</p> <p>\$150,000 directed to intercity ridership study and a transit finance assessment to support new ITF.</p> <p>Initial multi-year transit capital plan for transit vehicles and other capital needs created.</p> <p>Early FY2007 (Oct 2006), a major intercity route (Rt. 90) was transferred from Vallejo Transit to FAST for operation. County RM2 funds and STAF redistributed. Rt. 90 managed by STA at request of FASTS.</p> <p>Prop. 1B approved creating a new short term funding opportunity for vehicle replacements.</p> <p>MTC Reso 3814 directs that Solano Prop 1B allocations be agreed to by the STA Board to aid in coordination and consolidation efforts.</p> <p>Early State budget indications that STAF would significantly decrease in FY 2008.</p>
2008	<p>Significant decrease in funding. Estimate less than \$700,000 Over \$400,000 to intercity operations.</p> <p>Funding limited for local and intercity transit studies</p> <p>\$100,000 for reserved for intercity bus replacement local match (1.1 million total)</p>
2009	<p>STAF decreases Vallejo Transit apportionment incorporated into countywide allocation</p> <p>\$600,000 STAF directed to Vallejo Transit to replace their historical direct apportionment.</p> <p>\$500,000 directed to other county operators who used all their TDA for transit (Benicia, Dixon, FAST, Vacaville).</p>
2010	<p>STAF suspended due to State budget crises.</p>

2011	<p>Two years of STAF funds received following lawsuit and legislation were approved.</p> <p>\$1.1 million reserved for intercity transit vehicle replacement (no additional funds allocated)</p> <p>Funding for SolTrans transitional costs, and various studies.</p> <p>STA intentionally did not allocate all funds given volatility of past few years.</p> <p>Route 30 extended by FAST to Sacramento.</p>
2012	<p>New revenue estimate of \$1.5 million</p> <p>Accumulated \$1.6 million reserved for future intercity bus replacement local match</p> <p>Funds directed to transition costs for newly forming SolTrans JPA, SolanoExpress marketing, P3, Corridor Study, Intercity Bus Replacement and matching grant request for potential new service on Hwy 12/Jameson Canyon.</p> <p>Bus Turnout/Transit Plaza at new County Building in Vacaville.</p>
2013	<p>New estimate of \$2.1 million estimate.</p> <p>Accumulated \$1.1 million reserved for future intercity bus replacement local match (funding swap with SolTrans decreased bus replacement accumulated funds)</p> <p>Funding directed to:</p> <ol style="list-style-type: none"> 1. Coordinated SRTP 2. Intercity Ridership Study 3. Intercity Transit Corridor Study 4. Intercity Bus Replacement 5. SolanoExpress Marketing 6. Mobility Management 7. Transit Assistance Rio Vista 8. Rail and Water Transportation Studies 9. Alternative Fuel Study
2014	<p>New estimate of \$1.8 million estimate.</p> <p>Accumulated \$2.3 reserved for future intercity bus replacement local match</p> <p>Funding directed to:</p> <ol style="list-style-type: none"> 1. Coordinated SRTP 2. Suisun City Amtrak Rehabilitation 3. Clipper Implementation 4. SolanoExpress Marketing 5. Alternative Fuel Match for Benicia and SolTrans

6. Mobility Management
7. Transit Assistance Rio Vista
8. Intercity Bus Replacement local match

2015

\$5.4 million available estimate (\$1.9 M new and \$3.5 M in carryover)

\$2.9 million accumulated for intercity transit bus replacement local match and \$600,000 in pending projects.

Funding directed to:

1. P3 at Transit Facilities Study-Curtola
2. Coordinated SRTP/Corridor Study
3. Transit Coordination for Rio Vista
4. Benicia Intermodal Station
5. Mobility Management
6. Intercity Bus Replacement local match

2016

\$5.8 million available estimate (\$1.7 M in new and \$4.1 M in carryover)

\$3.5 million accumulated for intercity transit bus replacement local match and \$600,000 in pending projects.

Funding directed to:

1. Transit Coordination
2. Suisun City Amtrak Remodel
3. Water Transportation Plan
4. Ridership Survey & Analysis
5. Intercity Bus Replacement local match (completes round 2 at \$4.3 million)

Historical Narrative

By FY2005 the Solano's Northern Counties STAF share was still under \$500,000. The largest allocation approved by the STA was for operating assistance to Vallejo's Rt. 85 (\$175,000). Funds were also allocated for Solano Paratransit bus wraps to better identify the vehicles and marketing of intercity bus routes at the time referred to as SolanoLinks routes. The balance was allocated to other one-time expenses primarily studies of multi-jurisdictional relevance.

In FY2006, Solano's Northern Counties share exceeded \$500,000. It continued to support Rt. 85 operating costs as well as fill a FAST Rt. 30 operating shortfall. Funds were also directed to SolanoLinks marketing and multi-jurisdictional transit studies. FAST received funds for ITS equipment as well as to study the planned Central Transit Center and Dixon for a medical shuttle and taxi scrip programs identified as priorities through a recent CBTP.

In FY2006 marked the beginning of STA managing the STAF Lifeline funds. Lifeline funds were distributed through a competitive process. Project proposals were submitted by transit operators and non-profits for transportation projects to meet the needs for the low-income population. A committee reviewed the proposals, interviewed project proponents and made a recommendation to the STA Board for approval. The STA Board approved project list was used by MTC to distribute Lifeline STAF funds. This process continues to remain in place.

Also in FY2006, the Intercity Transit Funding (ITF) Agreement was initiated. Prior to the ITF there had been informal arrangements for intercity routes operated by Vallejo Transit and FAST with funding assistance from other operators. Too frequently, funding shortfalls would arise and the STA was approached to fill the gaps. The purpose of the ITF agreement was to create an agreed upon methodology to determine shared funding of intercity routes that were financially sustainable, gave funding certainty to both the routes' operators and funding partners, and created a shared process for service planning these routes. This was a time when fuel prices had been steadily increasing and concerns were that they would continue seriously impacting the viability of fuel-hungry inter-city routes. Given STAF's volatility, the ITF agreement was also intended to gradually discontinue the use of STAF as an on-going funding source for these important intercity routes.

The initial FY2007 STAF revenue estimate was significantly higher than usual and increased to over \$1million. This was primarily due to Proposition 42 revenue generated in FY2006 and applied in FY2007. In addition there were spillover funds from the State's Public Transportation Account (PTA). Much of the increase was used for intercity routes. Almost \$500,000 was directed to Vallejo Transit and FAST for intercity operating assistance. Another \$150,000 was to conduct the first countywide (local and intercity)on-board ridership survey which also included on/off counts; the upcoming ITF funding agreement formula was to be based on ridership data collected on the intercity routes every three years. Another STAF funded study associated with the ITF was the intercity transit finance assessment study. One of its main tasks was to determine how to assign costs, revenues and performance measures at a route level versus a system level. Other transit projects, marketing, and planning efforts also received STAF funds.

In FY2007 STA continued to provide management oversight for Rt. 30 and Solano Paratransit that were operated by FAST. STA secured funding and managed funding agreements for these multi-jurisdictional services. STA had managed Solano Paratransit since the mid-1990s when the previous operator (a non-profit) could no longer sustain service. STA began managing Rt. 30 in FY 2001 and contracted with YoloBus to operate the service with CNG vehicles as required to maintain air district funding for the route. Several years later Rt. 30 came back under the operation of FAST. As Solano Paratransit fares were in part tied to Rt. 30 fares due to ADA requirements, the STA approved a fare increase in FY2007 for both Solano Paratransit and Rt. 30. STAF had been used to transition Rt. 30 from depending upon air district funds once they expired. STA's management of Solano Paratransit continued until 2009.

Early in FY2007, MTC approved an even higher STAF revenue estimate region wide resulting in nearly \$2 million more for Solano to program as a result from Proposition 42 repayment and spillover. Transit operators and the STA agreed that as these were one-time funds that should not be used for transit operating. The largest allocation (\$1 million) of these funds was for Intercity Vehicles. This recognized the substantial future cost of replacing the nearly fifty over the road coaches used for the intercity routes that were nearing the middle of their lifecycle. The intent was to begin to build a reserve for the local funding match for these vehicles' replacements. Other transit capital requests were submitted. STA worked with the operators to create a multi-year transit capital plan for vehicles and other capital needs.

The Fall of 2006 also marked the transfer of a major intercity route (Rt. 90) from Vallejo Transit to FAST operation. Along with this restructuring and redistributing of Regional Measure 2 (RM2) funds, about \$400,000 of STAF for operating was allocated to these two transit operators. An agreement was approved that FAST would operate the route with STA management.

In the process of developing the countywide transit capital funding plan, a set of priorities were outlined for Northern Counties/STAF:

- STA core transit functions – transit planning, marketing and management/coordination
- Intercity capital matching funds for fleet replacements on Routes 30 and 90
- Intercity operating support and fleet replacements for Routes 30, 90 and other routes
- Other transit needs dependent on available funding

In February 2007, the STA Board approved the allocation of \$1 million of STAF to Rt. 30 and 90 vehicle replacement with the caveat to revisit the issue. Recently approved Proposition 1B funding had created a new funding opportunity to fund bus replacements. There was also concern about the direction STAF funding was about to take. Early estimates for FY2008 suggested there would be a significant decrease. At the same time high fuel prices remained and their detrimental impact on intercity transit operators remained a concern into FY 2008. The FY2007 spike in STAF funds was over and the revenue estimate for FY2008 was less than \$700,000.

The STA Board took action in July 2007 to allocate \$230,000 to FAST and \$266,000 to Vallejo Transit as a local matched needed to replace local buses. As the STAF revenues were decreasing, few new projects were funded but STAF was still directed to intercity operations (over \$400,000) and various local and inter-city transit studies.

In June 2007, MTC approved modifications to Resolution 3814 that addressed programming framework for Proposition 1B Regional Transit Funding. In this Resolution 3814, that “allocations to Solano county operators in the Small Operators/Northern Counties category shall follow concurrences by the Solano Transportation Authority to aid in transit service coordination and potential agency consolidation efforts.” To advance regional policies and improve transit coordination this meant that STA approval was needed for the annual release of both capital and augmented STAF operating assistance to all STAF-eligible transit operators in Solano. One result of this was the aggregation of Vallejo Transit’s direct apportionment into the Solano total.

2009 was the first year that Vallejo Transit did not receive an apportionment of Northern Counties/STAF funds which at the time was about \$600,000 annually. Vallejo Transit received over \$600,000 to replace their historically direct apportionment due to operating shortfalls. \$500,000 was programmed for the other Solano operators who used all their TDA funds for transit (Benicia, Dixon, FAST, Vacaville). Funds were also allocated for the Vallejo Baylink Ferry. Studies supporting the countywide Comprehensive Transportation Plan were approved for funding.

The State Budget approved for FY 2009-10 included a provision to completely suspend all STAF funding in FY 2009-10 and for several years forward. After a lawsuit and several pieces of legislation were approved, STAF funding for FY 2009-10 and FY 2010-11 was made available in late FY 2010.

About \$3 million was available for programming of this FY 2010/FY 2011 STAF. A third of this was carryover. Note that capital replacement reserves are typically not claimed immediately and will show up as projected carryover. About half of the funds were approved for new projects such as the Benicia Transit Site Plan, countywide Public/Private Partnerships at Transit Facilities Study, SolTrans Transitional costs, Transit Freeway Corridors Study Update as well as \$500,000 for the intercity transit vehicle replacement match reserve (for Vallejo and FAST) that had previously been eliminated due to lack of funds. Given the volatility of STAF over the past few years, a conservative approach was taken by not approving a greater portion of the STAF be approved for spending.

For FY 2012, the new revenue estimate for STAF was \$1.5 million. New projects approved for funding included an SR-12 Jameson Canyon grant match, Bus Turnout and Transit Plaza at a new County Building, Transition cost for the newly formed SolTrans, and SolanoExpress Marketing.

STA continued to provide financial and staff support to SolTrans during the initial year of SolTrans formation. As SolTrans transitioned its functions and transit service from the Cities of Benicia and Vallejo, SolTrans requested a \$1 million from Lifeline Proposition 1B to be swapped with STAF then redirecting the funds to SolTrans operating. The Proposition 1B funds would then be used for intercity bus replacement. This proposal was part of MTC's proposed implementation plan to fund the transitional cost for SolTrans with total targeted amount of \$2.4 million. The STAF funds swapped were already programmed for the intercity bus replacement.

In FY 2013, new projects approved for funding such as the Coordinated SRTP (local match), Mobility Management implementation, SolanoExpress Marketing, Intercity Ridership Study update and other activities. Of the \$2.1 million STAF estimate, \$1.2 million is for intercity bus replacement local match reserved for the future for SolTrans and FAST.

The FY 2014 STAF total available revenue estimate was projected to be \$5.2 million in September 2013. Of this amount, \$2.7 million is programmed in future years which includes \$2.3 for intercity bus replacement local match and \$400,000 in pending projects. The new STAF funds for FY2013-14 in the amount of \$1.8 million were approved for projects by the STA Board July 2013. This included \$600,000 to FAST/SolTrans for Intercity Bus Replacement funds for improvements at the Suisun City Amtrak Station, Clipper Implementation, Alternative Fuel Study match for Benicia and SolTrans among other items.

The FY 2015 STAF total available revenue estimate was projected to be \$5.374 million. Of this amount, \$3,484 million is programmed in future years which includes \$2.9 for intercity bus replacement local match and \$500,000 in pending projects. The new STAF funds for FY 2014-15 in the amount of \$1.859 million were approved for projects by the STA Board September 2014. This included \$600,000 to FAST/SolTrans for Intercity Bus Replacement funds. Additional project included, Transit Coordination, P3 at Transit Facilities Study – Curoлта, Countywide Coordinated Short Range Transit Plan, Transit Corridor Study, Benicia Intermodal and Mobility Management among other items.

The FY 2016 STAF total available revenue estimate was projected to be \$5.779 million. Of this amount, \$4.101 million is programmed in future years which includes \$3.5 for intercity bus replacement local match and \$600,000 in pending projects. The new STAF funds for FY 2015-16 in the amount of \$1.678 million were approved for projects by the STA Board January 2016. This included \$754,312 to FAST/SolTrans for Intercity Bus Replacement funds. Additional project included, Transit Coordination, Suisun City Amtrak rehabilitation, Ridership Survey and Analysis and Mobility Management among other items.

Regional Paratransit Highlights

Fiscal Year	Highlights
2005	<p>\$88,000 (approximately half of new revenue) to Vallejo Transit for intercity paratransit service for Vallejo/Benicia</p> <p>\$76,000 for STA/FAST intercity Solano Paratransit operating and local match for vehicle replacement</p> <p>\$20,000 for STA to manage PCC</p>
2006	<p>\$ 88,000 to Vallejo Transit</p> <p>\$ 34,000 to wrap Solano Paratransit vehicles</p> <p>\$ 35,000 for Solano Paratransit Assessment Study</p> <p>\$ 37,000 for PCC management</p>
2007	<p>\$ 88,000 to Vallejo Transit</p> <p>\$ 15,000 for Benicia Paratransit Operations</p> <p>\$ 10,000 Solano Paratransit Shortfall</p> <p>\$ 40,000 Solano Paratransit Assessment Study</p> <p>\$ 40,000 PCC management</p>
2008	<p>\$88,000 to Vallejo Transit</p> <p>\$75,000 Solano Paratransit Operations and Vehicles</p> <p>\$40,000 PCC Management</p> <p>Solano Paratransit dissolved. Replaced by subsidized Intercity Taxi program for ambulatory ADA paratransit riders (Phase I)</p>
2010 & 2011	<p>2010 Funding suspended due to State Budget crisis</p> <p>When funds reinstated \$494,000 made available</p> <p>\$50,000 for Transportation Study for Seniors and People with Disabilities and Committee Outreach</p> <p>\$50,000 SB83 Expenditure Plan</p> <p>TBD Subsidized Intercity Taxi Program Phase I and II</p>
2012	<p>\$311,924 Projects for Seniors and People with Disabilities</p> <p>\$ 40,000 Faith in Action Volunteer Driver Program</p> <p>\$ 25,000 Subsidized Taxi Program</p> <p>\$100,000 Mobility Management Plan</p> <p>\$100,534 Projects for Srs and Pple w/Disabilities</p> <p>\$ 45,000 PCC Management</p>

2013		STA began reserving funds for the Mobility Management Program for sustainability.
	\$289,343	Mobility Management Implementation
	\$100,000	Projects for Srs and People w/Disabilities
	\$ 25,000	Mobility Management Project Management
	\$ 45,000	PCC Management
2014	\$150,000	ADA In-Person Eligibility Assessment Implementation
	\$129,194	Mobility Management Program Implementation
	\$ 30,000	Solano Sr&Pple w Disabilities Transp Advisory Comm.
	\$ 50,000	PCC Management
2015	\$200,776	ADA In-Person Eligibility Assessment Implementation
	\$ 6,000	Mobility Management Program Implementation
	\$ 30,000	Solano Sr&Pple w Disabilities Transp Advisory Comm.
	\$ 40,000	PCC Management
	\$140,000	Intercity Paratransit Program/Taxi Scrip
2016	\$380,000	ADA In-Person Eligibility Assessment Implementation
	\$ 30,000	Solano Sr&Pple w Disabilities Transp Advisory Comm.
	\$ 35,000	PCC Management



DATE: October 12, 2016
TO: STA Board
FROM: Lloyd Nadal, SR2S Program Administrator
RE: Safe Routes to School (SR2S) Program Update

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, evaluation and engagement. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness, physical activity and identifying improvements within communities countywide to enhance active student travel safety. The program has traditionally focused on supporting elementary school youth and one of the future goals is to engage middle and high schools across the county as well.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The Plan was adopted by the STA Board in October 2013 and discussions and strategies have already begun in updating the Plan for 2018.

Discussion:

Highlights for FY 2015-16

The 2015-16 school year saw over 15,000 students and 63 schools participating in an SR2S event. There was an increase in school participation in International Walk to School Day, National Bike to School Day, the Bike to School Day Poster Contest and Spring and Summer Student Travel Survey responses. There was also increased student participation in the Bike to School Day Poster Contest, Bike Mobiles and Bike Safety Assemblies.

Education & Encouragement Events

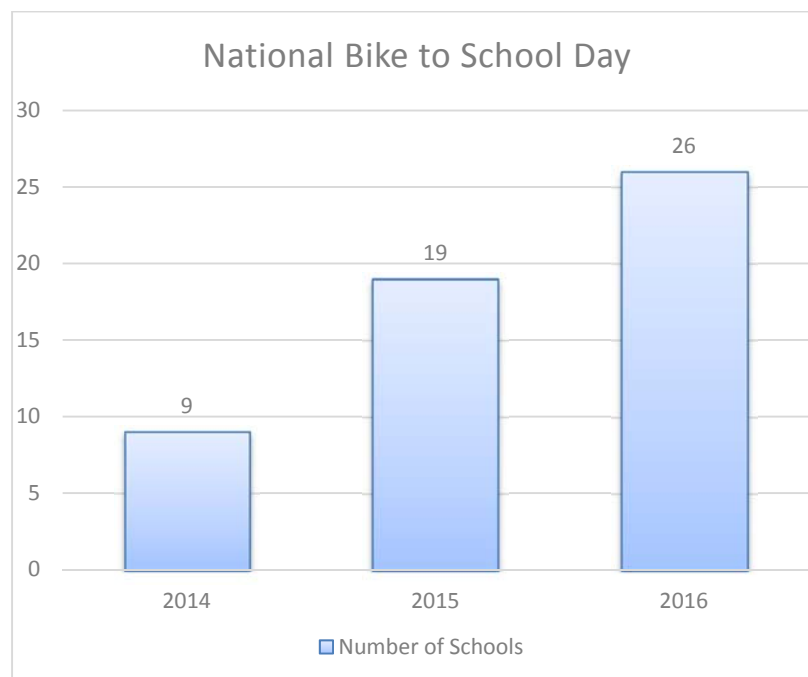
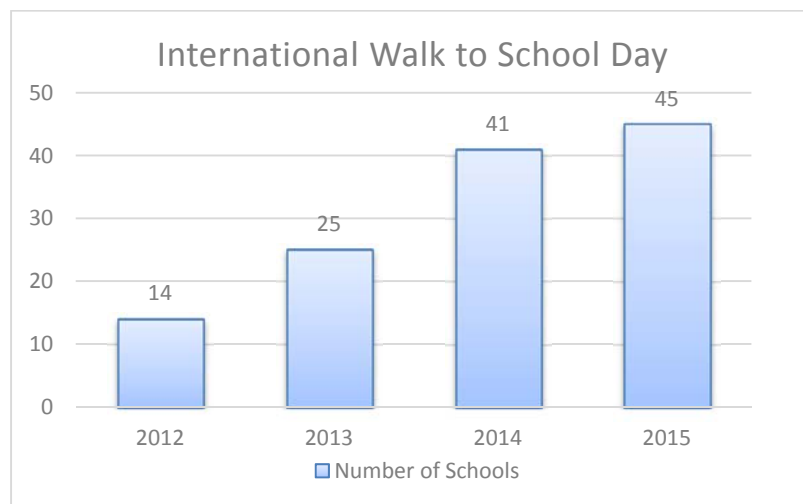
During FY 2015-16, SR2S, in partnership with Solano County Public Health, conducted programs to teach students how to walk and bike safely to school and in their communities. Students were also educated on the benefits of walking and biking to school and using the road safely. In addition, through TDA-3 funding allocated to the SR2S program by the STA Board and MTC's Spare the Air Youth (STAY) grant funding, the Bay Area Bike Mobile (Bike Mobile) continued to conduct free bike repair events throughout Solano County. The educational and encouragement activities work hand in hand to create healthy habits for students.

Over 15,000 students were reached through program events. Highlights include:

- 928 students participated in 19 School and Community Bike Rodeos and Bike Mobiles
- 3,255 students participated in 12 School Safety Assemblies
- 88 students participated in 5 Helmet Education Events
- 9,455 students participated in 45 International Walk to School Day Events
- 1,421 students participated in 26 National Bike to School Day Events

International Walk to School Day in October 2015 had 45 schools participate and marked the second year in a row that all seven cities and all school districts in Solano County participated in the event.

National Bike to School Day was held on May 4, 2016. SR2S also conducted a poster contest, which was highly successful with 129 entries received from schools across the County. The winning poster was sent to all schools in the County to promote National Bike to School Day.



Enforcement

In May 2016, the Police Departments from Rio Vista and Suisun City began work for the SR2S Public Safety Education and Enforcement Grant – Round 3. The Rio Vista Police Department will continue to engage in education and encouragement activities which includes hosting a Community Safety Fair, school day events, rallies and participating in stakeholder meetings, PTA Groups, etc. They will also do direct enforcement during school drop off and pick up hours. Suisun City Police Department hired a School Safety Traffic Officer (SSTO) dedicated to attending and supporting SR2S events, Walk/Bike to School Days and participate in crossing guard training programs. The SSTO will also implement a bicycle safety helmet program, including a diversion program for students cited for not wearing a helmet.

Engineering

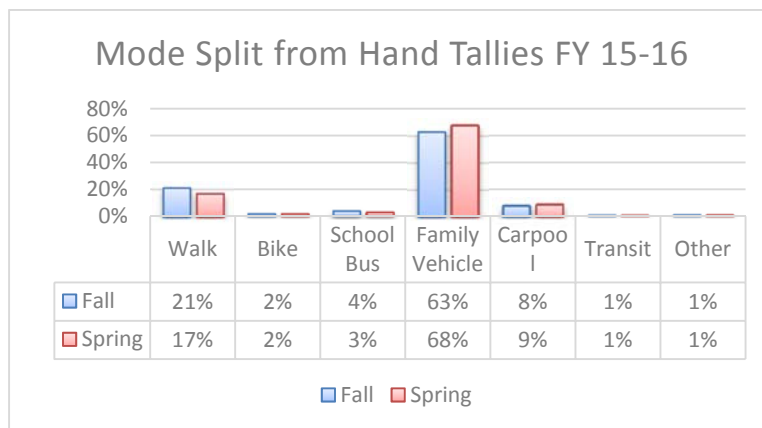
The SR2S program was allocated \$1.2 million of OneBayArea (OBAG) funding for six priority infrastructure projects identified in the 2013 SR2S Plan. An additional \$314,000 was allocated to SR2S for FY 2016-17. The One Bay Area Grant (OBAG) program was originally a four-year funding program for federal transportation dollars that allowed 45% of the total funding to be distributed to Bay Area Congestion Management Agencies (CMAs). The Solano Transportation Authority had a total distribution of \$21.085 million during OBAG cycle 1. Included in this amount was a \$1.256 million regionally funded Safe Routes to School program allotment to Non-Infrastructure.

With the delay in passing a federal transportation bill in 2015, OBAG Cycle 1 was extended to a five-year program (FY 2011-12 - FY 2016-17), without providing any additional funding. This additional year did provide extra time for OBAG projects to be delivered within the required fiscal years. This extra time was needed for a few OBAG projects as delivery schedules have not been met with regularity during this funding cycle.

For OBAG cycle 2 which covers Fiscal Years (FYs) 2017-18 through 2022-23, the Metropolitan Transportation Commission (MTC) has now set out policies and established funding amounts for this second cycle. One of the MTC OBAG 2 funding requirements is that the CMAs issue a unified Call for Projects. Due to the significantly reduced State Transportation Improvement Program (STIP) which provides funding for programming and project delivery and MTC's action to eliminate regional funds for ridesharing and Safe Routes to Schools, and based on the STA Board's direction to sustain these STA led efforts, \$6.86 million in Surface Transportation Program (STP) and \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) is recommended to sustain these efforts over the five years of OBAG 2. Of the \$2.75 million in CMAQ funds, the SR2S Program was allocated \$1.030 million over 5 years to sustain the program. Also based on the recommendation of the SR2S Advisory Committee, the SR2S Program will also be applying for \$1.2 million in priority infrastructure projects (the same amount allocated in OBAG 1) of the Priority Project CMAQ funds in which \$4.646 million is available in a Call for Projects.

Evaluation

Twice a year, the SR2S Program evaluates its progress through Student Travel Hand Tally Surveys. The graph below displays hand tally data for Solano County for FY 2015-16. 68 schools participated in the in-class hand tallies during the fall (37) and spring (31) of FY 2015-16, representing over 54,000 trips taken to school. The data shows that although the primary way of getting to school is still the family vehicle, 21% of all trips taken to school are by walking or bicycle. The goal over the next 2 school years is to increase the totals for walking and biking by 4% which would increase the total to 25% overall.



Engagement

Engagement strategies are designed to open up lines of communication and involvement among all stakeholders, especially parents, for the benefit of an improved Safe Routes to School program. SR2S maintains an up-to-date website, which includes maps with suggested walking routes to all elementary and middle schools in the county. In order to reach out and engage parents and students, the SR2S program has been consistently attending community events throughout the county each year, including the Fairfield Tomato Festival and Earth Day festivities, Vacaville Kidfest and the Rio Vista Safety Fair. At these events, SR2S staff educates the public about the program and recruits parents to be leaders for Walking School Buses. In FY 2016-17, the SR2S Program will look to engage middle and high schools through youth pilot projects to increase involvement in the program within these age groups. The SR2S Team will also re-engage with the SR2S Community Task Forces in each city to discuss updating the SR2S plan for 2018 and garner feedback for future program goals and strategies.

Walking School Bus (WSB) and SR2S Champion Appreciation

Several parents and school staff have been responsible for the successful implementation of daily WSB routes, regularly scheduled Walking Wednesday programs, and the continuation of the SR2S events at their schools. The SR2S program acknowledged the efforts of 13 exemplary schools in the county, in addition to several staff and parents who went “above and beyond” to further the SR2S program goals. Certificates of Appreciation, signed by the STA Board President and the mayor of each recipient’s respective city, were presented. Schools that participated in 4 or more SR2S activities in the 2015-2016 school year were recognized. Listed below are the schools and the number of activities they participated in:

Benicia Unified School District:

- Matthew Turner (4)
- Robert Semple (4)
- Mary Farmar (8)

Dixon Unified School District:

- Gretchen Higgins (5)

Fairfield-Suisun Unified School District:

- Cordelia Hills (4)
- Crescent (4)

Vacaville Unified School District:

- Browns Valley (5)
- Callison (4)
- Fairmont (5)
- Hemlock (5)

Vallejo City Unified School District:

- Beverly Hills (4)
- Loma Vista (6)
- Grace Patterson (7)

In addition, parents, school staff and Academic Support Providers were recognized for their efforts at the following schools:

- Beverly Hills
- Browns Valley
- Callison
- Loma Vista
- Mary Farmar

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Benicia SR2S Update 2015-16
- B. Dixon SR2S Update 2015-16
- C. Fairfield SR2S Update 2015-16
- D. Rio Vista SR2S Update 2015-16
- E. Suisun SR2S Update 2015-16
- F. Vacaville SR2S Update 2015-16
- G. Vallejo SR2S Update 2015-16

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Benicia Unified School District Participation in
Solano Safe Routes to School (SR2S) Activities
August 2015- April 2016



Presented at the City of Benicia and Solano Transportation Authority Staff Transportation and Funding Meeting, May 4, 2016.

Walking Wednesday Events

Mary Farmar and Matthew Turner Elementary schools continue to participate in Walking Wednesdays with the average number of students walking:

Mary Farmar –One weekly morning route led by principal, Wendy Smith: 12

Matthew Turner – Three morning routes once a month, with principal, Leslie Beatson leading a route: 70

International Walk to School Day

October 7, 2015

904 students participated in Benicia

Benicia Middle School	200
Mary Farmar:	216
Matthew Turner:	270
Robert Semple:	218



Student Travel Surveys

As an evaluation component of the SR2S program, schools are encouraged to complete hand tally surveys to gather data on how students get to and from school. For 2 days during a specific week in May and October, teachers conduct the survey. Participating schools are given a \$50 Target gift card that can be raffled off to the teachers who conduct the surveys in their classes.

In October 2015, the BUSD had 100% participation with all 5 schools returning 108 surveys: Benicia MS (42), Joe Henderson (20), Mary Farmar (10), Matthew Turner (20), and Robert Semple (16). St. Dominic's also returned 7 surveys.

May 2016 survey requests were sent to all K-8 Benicia schools. The data gathered helps the program compete for grant funding.

2016 'Think Outside the Car' Poster Contest



12 students from 4 schools in the BUSD (Benicia MS, Joe Henderson, Mary Farmer and Matthew Turner) participated in the contest held in February.

Contest **winners** included **3 students** from Benicia MS, Joe Henderson, and Matthew Turner.

Bike Rodeo and the Bay Area Bike Mobile

Mary Farmer held a Bike Rodeo and Bike Mobile event on April 8, 2016. 83 students participated in the Bike Rodeo; 35 bikes repaired.

Upcoming Events -

Robert Semple is scheduled for both events on May 27, 2016.



Bike to School Day: May 4, 2016

Mary Farmer participated with Mayor Patterson on hand to greet students and give incentive items to students riding to school.



City of Dixon & Dixon Unified School District
Participation in Solano Safe Routes to School (SR2S) Activities
August 2015 – March 2016



Presented at the City of Dixon and Solano Transportation Authority Staff Transportation and Funding Meeting, April 4, 2016

International Walk to School Day

October 7, 2015

670 students participated in Dixon

Anderson:	120
Gretchen Higgins:	200
Tremont:	350



Mayor Batchelor at Tremont Elementary

Student Travel Surveys

As an evaluation component of the SR2S program, schools are encouraged to complete hand tally surveys to gather data on how students get to and from school. For 2 days during a specific week in May and October, teachers conduct the survey. Participating schools are given a \$50 Target gift card that can be raffled off to the teachers who conduct the surveys in their classes.

In October 2015, Gretchen Higgins returned 15 surveys; Tremont Elementary returned 4.

Survey requests will be sent to all schools in Dixon in **May 2016**. The data gathered helps the program compete for grant funding.

Upcoming Events at Dixon Schools

The following SR2S events will take place before the end of the 2015-2016 school year:

April 27, 2016	Bike Rodeo at Gretchen Higgins Elementary
May 4, 2016	Bike to School Day

CHP & SR2S Safety Fair, September 20, 2015

SR2S and the CHP held a safety fair that featured a bike rodeo, a City of Dixon fire truck, bike helmet fittings and giveaways, and a raffle for bikes donated by Wal-Mart. Approximately 25 children and parents attended on an extremely hot day.



Bay Area Bike Mobile, March 19, 2016



The Bay Area Bike Mobile visited the Dixon Public Library and provided free bike repair and hands-on learning to both children and adults in the community. 24 bikes were repaired. SR2S is funding 20 bike mobile events through 2017. The Bike Mobile is available to all schools and libraries in the county.

\$150,000 Public Safety and Education Enforcement Grant Opportunity

The current round of the Safe Routes to School Education and Enforcement Grant is currently open to all law enforcement agencies in the county. Its intent is to engage local law enforcement in the Safe Routes to School program with the goal to increase safety for those walking and biking to school. Individual jurisdictions may apply for the two-year grant for a partial amount or up to the full amount of \$150,000.

The application package was released on March 10. The deadline for Letters of Interest is April 7, 2016, and formal proposals are due May 13, 2016.

SR2S OBAG 1 Engineering Project

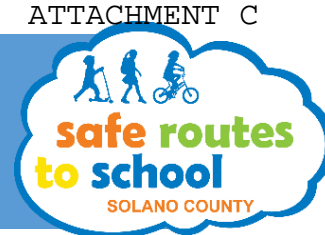
\$100,000	OGAG 1 Funds
\$24,956	Local Funds

Project Description

Construct sidewalk bulb-out on North Lincoln Street at CA Jacobs. Construct sidewalk bulb-out on Pheasant Run Drive at Tremont Elementary School. Installation of high-visibility crosswalks at various schools. Install bike racks and overhead covering at CA Jacobs. Install gate in fence along pedestrian path near Silveyville Elementary School. Restripe bike lane on Rehrmann Drive from Evans Road to North Lincoln Street. Plant trees and gate improvements along Rehrmann Drive at Tremont Elementary School.

City of Fairfield School Participation in Solano Safe Routes to School (SR2S) Activities (August 2015-May 2016)

Presented at the City of Fairfield and Solano Transportation Authority Staff Transportation Funding Meeting, May 23, 2016.



International Walk to School Day

October 7, 2015

1717 Students

Cordelia Hills

Green Valley MS

KI Jones

Nelda Mundy

Rolling Hills



International Walk to School Day,
Cordelia Hills Elementary



National Bike to School Day,
Nelda Mundy Elementary

National Bike to School Day

May 4, 2016

191 Students

Anna Kyle

Green Valley MS

Laurel Creek

Nelda Mundy

Travel Surveys

Each October and May, schools are asked to participate in the Safe Routes to School Travel Surveys. Data gathered by these surveys allow the Solano SR2S Program to compete for grant funding.

Survey requests have been sent to the schools for the May 2016 survey period. Schools have been asked to return the survey data sheets by June 1st.

October 2015 Surveys

School	Number of surveys returned
Anna Kyle	30
Cordelia Hills	12
Laurel Creek	17

'Think Outside the Car' Poster Contest



In February, students were asked to design a poster to encourage their fellow students to walk, bike or scooter to school. There were 129 entries.

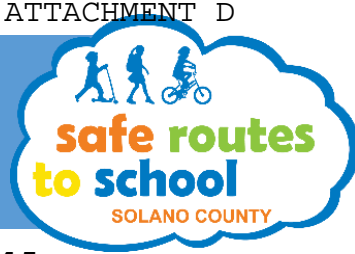
40 Students from Fairfield schools submitted artwork. The First Place winner in the 6th-8th grade category was a student from the PSA, and the 3rd place winner in the 3rd-5th grade category was from Cordelia Hills Elementary. To announce the winners from Fairfield, Mayor Price joined the SR2S staff during a KUIC Radio promotion.

East Tabor Avenue Project-Parent Outreach

In May, the SR2S staff worked with FSUSD, Grange Middle School and Tolenas Elementary in developing a survey to provide additional community outreach for the East Tabor Avenue Project ATP application. Parents were asked at both schools to provide feedback about the project. Over 125 surveys were returned and the early data shows support for the project and a willingness for parents to allow their children to walk or bike to school after the project is completed.

Rio Vista School Participation in Solano Safe Routes to School (SR2S) Activities (August 2015- March 2016)

Presented at the City of Rio Vista and Solano Transportation Authority Staff Transportation and Funding Meeting, April 6, 2016.



International Walk to School Day, October 2015

D. H. White*: 210 Students

Riverview Middle School: 125 Students

*Mayor Norm Richardson attended the event along with Police Chief Greg Bowman. Several officers from Rio Vista Police Department met and walked to school with students.



Safety Assembly

Riverview Middle School: 289 Students

In March 2016, Rio Vista Police Officer Rafferty arranged a schoolwide safety assembly with the school leadership class.

Travel Surveys

Each October and May, schools are asked to participate in the Safe Routes to School Travel Surveys. D.H. White returned 10 classroom tally surveys. Data gathered by these surveys allow the Solano SR2S Program to compete for grant funding. Survey requests will be sent to the schools again in May 2016.

Community Wide Events

August 2015, the Bay Area Bike Mobile, a mobile bike repair service attended the Rio Vista 3rd Thursday event. 15 bikes were repaired at this event.



Public Safety Enforcement Grant

In 2014 Rio Vista Police Department was awarded funds to partner with the SR2S program and provide student safety education, enforcement and program support. This partnership has been successful and increased engagement of the Rio Vista schools in the SR2S program. Since being awarded the Enforcement Grant the police department has:

- Held Safety Assemblies at both D. H. White Elementary and Riverview Middle School
- Participated in International Walk to School Day
- Held a Safety Fair in the city of Rio Vista
- Participated in direct enforcement around schools
- Held a Crosswalk Enforcement and Education Operation

Crosswalk Enforcement and Education Operation

March 2016

- Hwy 12 and Gardiner Way, Main and 4th Street
- To enforce traffic laws for cars while pedestrians are present in the crosswalk
- 15 citations for failure to yield to a pedestrian in a crosswalk
- 1 citation for driving on a suspended license



Suisun City School Participation in Solano Safe Routes to School (SR2S) Activities (August 2015- April 2016)

Presented at the City of Suisun City and Solano Transportation Authority Staff Transportation and Funding Meeting, May 9, 2016.



International Walk to School Day, October 2015

569 Students

Crescent Elementary	160 Students
Dan O Root Elementary	224 Students
Suisun Elementary	185 Students

Bike to School Day, May 2016

Crescent Elementary
Dan O Root*

*Councilmember Lori Wilson attended the Bike to School Day event at Dan O Root. She greeted students as they arrived at school.



The Solano County Bike to School Day 2016 Poster featured artwork from Josiah Lacy, a 4th grade student at Crescent Elementary.

Travel Surveys

Each October and May, schools are asked to participate in the Safe Routes to School Travel Surveys. Data gathered by these surveys allow the Solano SR2S Program to compete for grant funding.

Survey requests have been sent to the schools for the May 2016 survey period. Schools have been asked to return the survey data sheets by June 1st.

October 2015 Surveys

School	Number of surveys returned
Crescent Elementary	26
Crystal Middle School	14
Dan O Root	5

'Think Outside the Car' Poster Contest



In February, students were asked to design a poster to encourage their fellow students to walk, bike or scooter to school. There were 129 entries.

17 Students from Crescent Elementary submitted artwork and the First Place winner in the 1st-5th grade category was a student from the school. To announce the winner from Suisun City, Mayor Sanchez joined the SR2S staff during a KUIC Radio promotion.

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City of Vacaville & Vacaville Unified School District
Participation in Solano Safe Routes to School (SR2S) Activities
August 2015- April 2016



Presented at the City of Vacaville and Solano Transportation Authority Staff Transportation and Funding Meeting, April 26, 2016.

Walking School Bus

Browns Valley and Callison Walking School Buses continue to be led by school staff with the average number of students walking:

Browns Valley – One route daily, morning and afternoon: 5
Callison – Three routes daily, morning and afternoon: 46



International Walk to School Day

October 7, 2015

1,689 students participated in Vacaville

Ace Charter:	75
Browns Valley:	235
Callison:	468
Fairmont:	159
Hemlock:	100
Markham:	200
Orchard:	185
Padan:	267



Student Travel Surveys

As an evaluation component of the SR2S program, schools are encouraged to complete hand tally surveys to gather data on how students get to and from school. For 2 days during a specific week in May and October, teachers conduct the survey. Participating schools are given a \$50 Target gift card that can be raffled off to the teachers who conduct the surveys in their classes.

In October 2015, 5 schools returned 120 surveys: Alamo (26) Browns Valley (21), Callison (33), Fairmont (17) and Padan (23) for a total of 120 surveys.

May 2016 survey requests were sent to all Vacaville schools this week. The data gathered helps the program compete for grant funding.

2016 'Think Outside the Car' Poster Contest

20 students from 5 schools in the VUSD (Browns Valley and Orchard), TUSD (Cambridge and Foxboro) and from Kairos School Public Academy Vacaville participated. A first grader from Kairos won Honorable Mention in the TK-2 grade category.

Bike to School Day: May 4, 2016

The following 8 schools will be participating:

Ace Charter
Browns Valley
Cambridge
Fairmont (also hosting a Bike Rodeo)
Hemlock
Markham
Orchard
Padan



Kidfest, October 10, 2015

Safe Routes to School participated in the city-sponsored event for the third year.

Public Safety Enforcement Grant

The Vacaville Police Department applied for and received a \$60,000 Enforcement Grant to support SR2S for a two-year period ending June 2016. The department provided direct enforcement around schools during pick up and drop off times, assisted in International Walk to School Day and Bike to School Day, and updated crossing guard training materials.



City of Vallejo School Participation in Solano Safe Routes to School (SR2S) Activities (August 2015 - June 2016)

Presented at the City of Vallejo and Solano Transportation Authority Staff Transportation and Funding Meeting, June 8, 2016.



Vallejo Community Task Force February 12, 2016 (meets semi-annually)

SR2S Plan identified priority projects funded Wardlaw (OBAG-1), Cooper & Lincoln (ATP)
Future priority project: Vallejo Highschool/ Nebraska street



International Walk to School Day October 7, 2015

3,254 Students, 16 schools

Participating Schools

Beverly Hills	Loma Vista
Cave Language Academy	Mare Island Health & Fitness
Federal Terrace	Grace Patterson
Franklin MS	Pennycook
Glen Cove	Solano MS
Highland	Vallejo Charter
Johnston Cooper	Wardlaw
Lincoln	Widenmann



Fall and Spring Family Nights

FALL (12)

Beverly Hills, Elmer Cave, Cooper, Dan Mini, Glen Cove, Lincoln, Loma Vista, Patterson, Pennycook, Vallejo Charter, Wardlaw, Widenmann

SPRING (11)

Beverly Hills, Cooper, Dan Mini, Federal Terrace, Lincoln, Loma Vista, Mare Island, Pennycook, Steffan Manor, Vallejo Charter, Wardlaw



Think Outside the Car Poster Contest March 1, 2016

31 Students, 6 schools



Umar Vasani, Grade 2, First Place Winner

Wardlaw Elementary

**Won a free bicycle from Authorized Bicycles in Vallejo*



Participating Schools

Loma Vista

Pennycook

Mare Island

Steffan Manor

Grace Patterson

Wardlaw

National Bike to School Day May 4, 2016

181 Students, 5 schools



Participating Schools

Federal Terrace
Highland
Johnston Cooper
Loma Vista
Patterson

Fall/Spring Student Travel Surveys

October 165 Surveys, 15 Schools

May 84 Surveys, 10 schools*

**to date*

Each October and May, schools are asked to participate in the Safe Routes to School Travel Surveys. Data gathered by these surveys allow the Solano SR2S Program to compete for grant funding.

Survey requests have been sent to the schools for the May 2016 survey period and we are still receiving completed surveys to date.

May Participating Schools (to date)

Beverly Hills

Lincoln

Cave

Loma Vista

Cooper

Solano Middle

Federal Terrace

Steffan Manor

Glen Cove

Wardlaw



solanosr2info@sta.ca.gov | (707) 399-3222 | www.solanosr2s.ca.gov



DATE: September 19, 2016
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter Report

Background:

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

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

Discussion:

For the Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of \$108,675 and has deducted \$3,260 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$172,581, which includes the end of the year distribution adjustments.

Attachment A is a matrix summarizing the AVA Program activities for FY 2015-16 and is compared to the total FY 2014-15 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. The Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo significantly increased their AVA activity within the program for FY 2015-16.

This is the first time that there will be no carryover of AVA programming funds into the next fiscal year. All AVA funds received in FY 2015-16 have been disbursed to the member agencies.

The matrix shows overall total program activities in FY 2015-16 at 141% compared to FY 2014-15.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2015-16 and FY 2014-15

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2015-16 and FY 2014-15
Fourth Quarter Ending June 30, 2016**

	FY 2015-16				FY 2014-15		
Member Agency	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	441	\$17,142	\$39	129%	341	\$8,627	\$25
City of Dixon	204	\$19,483	\$96	123%	166	\$17,561	\$106
City of Fairfield	2,047	\$97,435	\$48	113%	1,805	\$53,782	\$30
City of Rio Vista	0	0	0	0%	0	0	0
City of Suisun	221	\$24,834	\$112	132%	168	\$32,740	\$195
City of Vacaville	90	\$48,411	\$538	138%	65	\$40,485	\$623
City of Vallejo	2,745	\$197,408	\$72	195%	1,409	\$217,743	\$155
Solano County Unincorporated area	33	\$4,561	\$138	23%	145	\$6,887	\$47
Total	5,781	\$409,274	\$71	141%	4,099	\$377,823	\$92

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



DATE: September 19, 2016
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
	Regional		
1.	One Bay Area Grant (OBAG) Cycle 2	\$14 million	November 18, 2016
2.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
	State		
	Federal		

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
One Bay Area Grant (OBAG) Cycle 2	Robert Macaulay Director of Planning STA	November 18, 2016	\$14 million	The One Bay Area Grant (OBAG) is the federal funding package allocated through MTC. This is a five year funding package including STP and CMAQ funds. STA administers these funds through its role as a CMA.	N/A	Technical Advisory Committee will decide on administrative options. The STA Board will select project and programs for funding at the February 2017 Board Meeting.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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



DATE: October 5, 2016
TO: STA Board
FROM: Johanna Masclat, Clerk of the Board
RE: 2016 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2016 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 2016

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2016**

SUMMARY:

STA Board:

Consortium :

TAC:

BAC:

PAC:

PCC:

Meets 2nd Wednesday of Every Month
Meets Last Tuesday of Every Month
Meets Last Wednesday of Every Month
Meets 1st Thursday of every Odd Month
Meets 1st Thursday of every Even Month
Meets 3rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31, 2016	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., April 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 17	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Events Center	Confirmed
Thurs., June 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., August 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 29	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 19 th Annual Awards	TBD - Rio Vista	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 16	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed