



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, February 29, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

- ITEM STAFF PERSON
I. CALL TO ORDER Daryl Halls, Chair
II. APPROVAL OF AGENDA
III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:45 p.m.)
V. CONSENT CALENDAR
Recommendation: Approve the following consent items in one motion. (1:45 – 1:50 p.m.)
A. Minutes of the TAC Meeting of December 21, 2012 Sara Woo
Recommendation: Approve TAC Meeting Minutes of December 21, 2012. Pg. 1
B. Solano Mobility Management Plan Request for Proposal (RFP) and Grant Application Liz Niedziela
Recommendation: Forward a recommendation to the STA Board to:
1. Release a Request for Proposal (RFP) and enter into a contract not-to-exceed \$150,000 to develop a Mobility Management Plan for Solano County; and

TAC MEMBERS

Table with 8 columns: Name, Agency, Name, Agency, Name, Agency, Name, Agency. Includes Charlie Knox (City of Benicia), Morrie Barr (City of Dixon), George Hicks (City of Fairfield), Dave Mellili (City of Rio Vista), Dan Kasperson (City of Suisun City), Rod Moresco (City of Vacaville), David Kleinschmidt (City of Vallejo), Matt Tuggle (County of Solano).

2. *Authorize the Executive Director to execute a contract or agreement with Caltrans for JARC and New Freedom funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds.*

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C. Solano Coordinated Short Range Transit Plan (SRTP)/Transit Corridor Study/Solano Ridership Survey and Analysis

Liz Niedziela

Recommendation:

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

1. *Enter into an agreement with MTC for \$140,000 to develop the Solano Coordinated SRTP including Enhanced Coordination;*
2. *Enter into a contract for the Solano Coordinated SRTP and Transit Corridor Study for an amount not-to-exceed \$290,000; and*
3. *Enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$150,000.*

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D. Solano Project Delivery Working Group (PDWG) Work Plan

Sam Shelton

Recommendation:

Approve the Solano PDWG Work Plan for FY 2011-12 as described in Attachment B.

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E. Accept Construction Contract for the SID Facilities Modification Project

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to:

1. *Accept the Cordelia CVEF SID Facilities Modifications Project contract as complete; and*
2. *Direct the Executive Director to file a Notice of Completion with the County Recorder's office.*

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VI. ACTION FINANCIAL ITEMS

A. Project Delivery for Fiscal Year (FY) 2011-12 Projects

Sam Shelton

Recommendation

Forward a recommendation to the STA Board to approve the following, if the County of Solano is unable to environmentally clear the Vaca-Dixon Bicycle Route project by March 14, 2012:

1. *Reprogram \$467,000 of Eastern Solano Congestion Mitigation & Air Quality (ECMAQ) funding from the County of Solano's Vaca-Dixon Bicycle Route project to*

- the STA's Safe Routes to School Program; and,*
- 2. Commit to programming One Bay Area Grant (OBAG) Cycle 2 ECMAQ funding to help construct the next phase of the Vaca-Dixon Bicycle project in FY 2013-14.*

(1:50 – 2:00 p.m.)

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B. FY 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Robert Guerrero

Recommendation:

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

- 1. \$220,000 from FY 2012-13 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and*
- 2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$59,000*

(2:00 – 2:10 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

A. None.

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. Transportation for Sustainable Communities Plan

Robert Guerrero

(2:10 – 2:15 p.m.)

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B. OneBayArea Grant (OBAG) Candidate Projects and Priorities

Robert Macaulay

(2:15 – 2:20 p.m.)

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C. Alternative Fuel and Infrastructure Plan Status Update

Robert Guerrero

(2:20 – 2:25 p.m.)

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D. Public-Private Partnership Feasibility Study Update

Sam Shelton

(2:25 – 2:30 p.m.)

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NO DISCUSSION NECESSARY

E. Legislative Update

Jayne Bauer

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| F. | Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program First Quarter Report
Pg. 107 | Susan Furtado |
| G. | Transit Operating and Capital Needs
Pg. 111 | Liz Niedziela |
| H. | Lifeline Proposition 1B
Pg. 119 | Liz Niedziela |
| I. | Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12 Update
Pg. 131 | Liz Niedziela |
| J. | Funding Opportunities Summary
Pg. 139 | Sara Woo |
| K. | STA Board Meeting Highlights of January 11, 2012
Pg. 145 | Johanna Masielat |
| L. | STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012
Pg. 151 | Johanna Masielat |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 28, 2012.**



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
December 21, 2011 (Special Date)**

I. CALL TO ORDER

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

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Danelle Carey	STA
Robert Guerrero	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Mona Babauta	City of Fairfield
Amanda Dum	City of Suisun City
Philip Kamhi	City of Fairfield

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by George Hicks, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Mike Roberts, and a second by Rod Moresco, the STA TAC approved Consent Calendar Items A through D.

A. Minutes of the TAC Meeting of November 30, 2011

Recommendation:

Approve TAC Meeting Minutes of November 30, 2011.

B. SolanoExpress Intercity Transit Consortium 2012 Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2012 Work Plan as shown on Attachment B.

C. Solano Mobility Management Plan Scope of Work

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Mobility Management Plan scope of work as shown in Attachment A.

D. Solano Coordinated Short Range Transit Plan (SRTP)

Recommendation:

Forward a recommendation to the STA Board to approve the scope of work for the Solano Coordinated SRTP as shown in Attachments A, B, and C.

VI. ACTION FINANCIAL ITEMS

A. State Safe Routes to School (SR2S) Grant Opportunity for City of Dixon's West B Street Undercrossing

Jessica McCabe discussed the Dixon West B Street Bicycle and Pedestrian Undercrossing Project funding strategy approved by the STA Board April 2011. She explained the project's priority status on various planning documents including the Safe Route to School Plan. Ms. McCabe commented that the project would be a good candidate for the upcoming SR2S grant, which could support the project with \$500,000 if selected.

Recommendation:

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

1. Approve the West B Street Undercrossing in Dixon as the STA's Countywide SR2S priority project; and
2. Authorize the Solano Transportation Authority to apply for the state SR2S grant, to be released in December 2011.

On a motion by George Hicks, and a second by Morrie Barr, the STA TAC unanimously approved the recommendation.

VII. ACTION FINANCIAL ITEMS

A. Evaluation of Fiscally Constrained Regional Transportation Plan (RTP) Project List

Robert Macaulay explained the RTP Project list and the various strategies involved with developing it. He also explained the concern regarding the ability to address transit capital needs. Daryl Halls commented that Mona Babauta from the City of Fairfield Transit Department was available to discuss some of the issues pertaining to the inclusion of transit capital needs and thanked her for attending. Mr. Halls commented that a primary question that came up during discussions for the RTP Project list was determining which projects go in the STIP, ITIP, OBAG, or regionally constrained list.

George Hicks commented that transit capital is a huge priority and it would be beneficial to add transit capital to the list; however, that it should not be added at the expense of other projects. Mr. Halls commented that STA is going to bring the recommendation back to the TAC. He noted that the goal is to keep Solano's project list as competitive as possible as there is limited funding. He further explained that it is still an issue the STA is going to try to address and explain the process at the next TAC meeting.

Mike Roberts commented that he supports the idea of including transit capital if it does not compromise other established priority projects on the list. Ms. Babauta commented that the attendees at the MTC Partnership Technical Advisory Committee (PTAC) recognized that there was a regional shortfall in transit capital and operations. She noted that MTC staff left it up to the discretion of the counties to meet the shortfall by adding it to the list.

Recommendation:

Forward a recommendation to the STA Board regarding the inclusion of transit vehicle replacement in the STA Fiscally Constrained RTP Project List.

On a motion by George Hicks, and a second by Mike Roberts, the STA TAC unanimously approved the previous recommendation made by the TAC including the transit vehicle replacement.

B. Solano Countywide Pedestrian Transportation Plan

Sara Woo explained the planning process for the Countywide Pedestrian Transportation Plan. She reviewed the priority projects and discussed the next steps for the document. Ms. Woo also explained that the PAC presented comments regarding grammar and a few references to bicyclists that should be changed to pedestrian. She also mentioned comments submitted by Suisun City that would be incorporated by the January 11, 2012 Board meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment B.

On a motion by Mike Roberts, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL

A. Regional Transportation Plan (RTP) / Sustainable Community Strategy (SCS) Update

Robert Macaulay provided an overview of the five (5) scenarios of the SCS update. He explained that all 5 are similar to each other with regard to green house gas goals. Mr. Macaulay explained the One Bay Area Grants (OBAG) policy focuses on this topic. He commented that it would be important because local agencies will need to amend their General Plans to comply with the Complete Streets Act by July 1, 2013 to be eligible for the OBAG funds.

He explained that STA staff would be contacting each agency soon to find out who already has a Complete Streets Policy in their General Plans and who will/would like assistance with incorporating the amendment.

Daryl Halls explained that some of the Congestion Management Agencies (CMAs) expressed concern about meeting the deadline and the selection of July 1, 2013 was the most doable option. Mike Roberts commented that most of the policies benefit and focus on the core San Francisco Bay Area communities with higher populations. He followed up with a question regarding STA's strategy to ensure that the county as a whole receives its fair share.

Mr. Halls replied that STA is watching the fiscally constrained list for the suburban approach as well as the OBAG scenarios. He also noted Supervisor Spring's successful advocacy to lower the amount required to be spent in or direct support of PDAs from 70 percent to 50 percent for North Bay Counties.

B. Safe Routes to School (SR2S) Program Update

Danelle Carey provided an update on the SR2S Program. She commented that there are five (5) E's that are part of the SR2S Program. The program management is in the process of being transitioned to the Solano Napa Commuter Information Program (SNCI). Ms. Carey also acknowledged the Solano County Department of Health for their volunteer hours and dedication to supporting/improving the program.

NO DISCUSSION

C. Local Project Delivery Update

D. Funding Opportunities Summary

E. STA Board Meeting Highlights of December 14, 2011

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 29, 2012.**

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DATE: February 17, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Mobility Management Plan and Solano Mobility Management Program Grant Request

Background:

Development of a Mobility Management Plan is one of the strategies listed in the Solano Transportation Study for Seniors and People with Disabilities. This Study has been approved by the Consortium, TAC and the Solano Seniors and People with Disabilities Advisory Committee. It was presented for final approval by the STA Board in December 2011 and approved. Per the Study, Mobility Management is “short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.”

The STA Board has taken action to support the development of a Solano Mobility Management Plan which includes potential programs for Seniors and People with Disabilities, the County Health and Social Services and First Five Program clients. The Paratransit Coordinating Council and the Solano Seniors and People with Disabilities Transportation Advisory Committee are supportive and requested to be involved in the process.

Discussion:

The short term strategies identified in the Solano Transportation Study for Seniors and People with Disabilities included Mobility Management, Countywide ADA Paratransit eligibility process, Travel Training, and identify and support older driver programs and workshops. All of these strategies were included in the scope of work for the Solano Mobility Management Program.

In preparation of the release of the Request for Proposal (RFP), STA presented the draft scope of work to the Consortium in November 2011 and asked for input. Staff received comments and incorporated them into the scope of work. The scope of work was presented to the Consortium and TAC in December. The scope of work was presented to the Paratransit Coordinating Council on January 19, 2012 and the Solano Seniors and People with Disabilities Transportation Advisory Committee on January 26, 2012 to receive input and comments. All committees forwarded a recommendation to the STA Board to approve the Solano Mobility Management Plan scope of work as specified in Attachment A.

STA staff released a Request for Qualifications (RFQ) to establish a Pre-Qualified List of Consultants for Project Management services to assist STA staff in several studies and plans this fiscal year. This includes the Solano Mobility Management Plan. STA plans to have a project manager on board to assist with the release of the Request for Proposals (RFP) for the Solano Mobility Management Plan in March 2012 after STA Board approval. The Project Manager, in preparing for the RFP, may make minor edits to the scope of work for better clarification and understanding.

Caltrans recently released a call for projects for Job Access and Reverse Commute (JARC) and New Freedom projects in the state's small urbanized areas (UAs) and rural areas. The program purpose of JARC is to improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals. The program purpose for New Freedom is to provide additional tools to overcome existing barriers facing Americans with Disabilities seeking integration into the work force and full participation in society. Estimated available federal funding statewide is \$13.5 million for JARC and \$5.8 million for New Freedom. Applicants may apply for up to three (3) years of funding per projects. Toll Credits are available and Caltrans will apply them as local match so applicants will not be required to provide a local match source for the awarded projects. One of the eligible projects for both JARC and New Freedom include Mobility Management activities.

STA staff recommends submitting a grant application to Caltrans for the Solano Mobility Management Program from JARC and New Freedom before the Solano Mobility Management Plan is complete as to not lose out of these potential funding opportunities. The estimated completion date for the Solano Mobility Management Plan is December 2012. However, applications are due to Caltrans on March 23, 2012. Caltrans plans to announce the awards of the JARC and New Freedom funds in December 2012 and have these funds available shortly after. Potentially, the plan and the program funding may both come together by the end of 2012 if STA becomes a successful grant recipient.

The projects that staff will be requesting funding for from the JARC and New Freedom for the Solano Mobility Management Plan include:

- Implement a partnership and network with all the transportation providers and other stakeholders in Solano County
- Implement an one-stop transportation traveler call center and website to coordinate transportation information
- Implement Travel Training Programs
- Implement a Countywide ADA Eligibility Process
- Inventory Older Driver Safety Programs and Mobility Workshops in Solano County
- Public Outreach

The maximum amount of funding is \$400,000 per year for JARC and \$200,000 per year from New Freedom. STA staff does not anticipate needing the maximum amount for the Solano Mobility Management Program.

Fiscal Impact:

For the Solano County Mobility Management Plan, the fiscal impact is \$150,000. State Transit Assistance Funds (STAF) Regional Paratransit will cover \$100,000 of the plan and STAF will cover \$50,000.

Recommendation:

Forward a recommendation to the STA Board to:

1. Release a Request for Proposal (RFP) and enter into a contract not-to-exceed \$150,000 to develop a Mobility Management Plan for Solano County; and
2. Authorize the Executive Director to execute a contract or agreement with Caltrans for JARC and New Freedom funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds.

Attachment:

- A. Mobility Management Plan Scope of Work

SCOPE OF WORK for Solano Mobility Management Plan

Purpose:

Goal is to coordinate transportation services for older adults, individuals with disabilities, and individuals with low incomes.

The STA completed the first Solano Senior and Disabled Study in June 2004. The second study, Solano County Transportation Study for Seniors and People with Disabilities was recently completed and will be presented to the STA Board for final approval in December 2011. Both studies recommended a further focus on the Solano Mobility Management in Solano County. The Consultant Team will develop a coordinated plan for outreach programs, policies and build local partnership specific to Solano County and work closely with the transit operators and stakeholders in development of implementation plans.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Review Relevant Studies and Related Programs including, but not exclusive to:**
 - a. Solano County Senior and Disabled Transit
 - b. Solano County Transportation Study for Seniors and People with Disabilities
 - c. Taxi Scrip Programs (Intercity and Local)
 - d. Community-Based Transportation Plans in Solano County
 - e. Identify key stakeholders in the County that contribute to the planning, provision, delivery and/or funding of transportation services for Seniors and People with Disabilities and Individual of Low-Income. Present this information in a table that is categorized by function (i.e. Funding, Service Delivery, Service Planning, etc.)
- 3. Identify All Existing Transportation Services Provided in Solano County for Seniors, People with Disabilities and Low Income**
 - a. Inventory services such as, provider's contact information, agency's contact person, cost, hours of operations, who is eligible, wheel chair accessible, how far the service is provided, etc.
 - b. Create a strategy to partner and network with all transportation providers and other stakeholders in Solano County
- 4. Develop an one-stop transportation traveler call center and website to coordinate transportation information**
 - a. Identify and recommend training for staff to refer customers to the appropriate available transportation service
 - b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
 - c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
 - d. Develop policies and procedures for the program
 - e. Identify at least two examples of successful mobility management programs in other counties/communities that share similarities with Solano County such as demographics, geography, resources, and existing programs/services

- f. Recommend a mobility management program for Solano County based on the information gathered in activities 2-4 of this scope of work, as well as on the transportation needs of seniors and people with disabilities identified in the Solano Transportation Study for Seniors and People with Disabilities
 - Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation
 - The implementation plan would identify the cost, resources, staffing, and other requirements necessary for successful implementation
 - Identify the benefits and prioritize

5. Develop Travel Training Programs

- a. Identify different Travel Training Options
- b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
- c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
- d. Identify any partnerships that could be formed that provide similar services
- e. Develop policies and procedures for the program

6. Develop a Countywide ADA Eligibility Process

- a. Identify different options
- b. Provide a detailed description of the different elements of the recommended program, as well as a plan for implementation.
- c. The implementation plan that would identify the cost, resources, staffing, and other requirements necessary for successful implementation including potential issues with solutions
- d. Develop policies and procedures for the program

7. Identify Older Driver Safety Programs and Mobility Workshops in Solano County

- a. Inventory Programs
- b. Describe when offered and contact information
- c. Develop policies and procedures to keep information current

8. Public Outreach

- a. Present findings and seek input from Transit Consortium, Paratransit Coordinating Council, Solano County Seniors, Senior Coalition and People with Disabilities Transportation Advisory Committee

11. Draft Study

- a. Present the existing services and programs
- b. Develop a 1 to 10 year Implementation Plan which will include detail project task, cost and a funding plan
- c. Present to committees and input process
- d. Present Mobility Management Programs
- e. Obtain input from various groups in Solano County prior to the STA Board.

12. Final Study

- a. Finalize the report incorporating input from public and committee review of draft study
- b. Prepare the report for electronic and hard copy distribution.



DATE: February 21, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Coordinated Short Range Transit Plan (SRTP)/Transit Corridor Study/Solano Ridership Survey and Analysis

Background:

The Solano Transportation Authority (STA) Board authorized the submittal of a letter to the Metropolitan Transportation Commission (MTC) for a Funding Request in the amount of \$140,000 to prepare a Coordinated Short Range Transit Plan for Solano County.

This funding proposal was for the development of a Coordinated Short Range Transportation Plan (SRTP) for all Solano County Transit Operators. The transit operators that will be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride and Rio Vista Delta Breeze. The Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP.

This proposal also included County Level Coordination analyzing two specific transit issues/priorities areas in Solano County. The first specific area is to update the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study. Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, the coordinated plan will address SolanoExpress bus service and integrate the planned Express Lanes and Regional Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

A specific additional area to analyze is transit connectivity to the colleges in Solano County. The colleges would include Touro University, Maritime Academy, and the three Solano Community College campuses in Solano County (Fairfield, Vacaville, and Vallejo).

In addition, MTC has requested the Coordinated SRTP address four specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be address in the Solano Mobility Management Plan)
3. Enhanced Transit Coordination of Capitol Planning; and
4. Enhanced Coordination of Transit Service Planning

The scope of work for the I-80/I-680/I-780/SR 12 Transit Corridor Study has been presented previously to the Consortium for input and approved by the STA Board in January 2011 (Attachment A). At their December 2011, the TAC and Consortium approved the recommendation to forward the scope of work for the Solano Coordinated SRTP to the STA Board and the STA Board approved the scope of work in January 2012 along with the Ridership Study (Attachment B).

Discussion:

STA plans to contract with one consultant team for the development of the Solano Coordinated SRTP and include with MTC requested areas of coordination and the Transit Corridor Study update. The consultant will do an analysis on each transit operator in Solano County in the SRTP. The SRTP scope of work needed to be enhanced to meet MTC's recommended area of coordination (Attachment C). This foundation will provide the consultant team a strong groundwork for the Transit Corridor Study.

STA staff is recommending three items. The first is to forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with MTC for \$140,000 of funding to develop the Coordinated SRTP including the Enhanced Coordination that MTC has recommended. The agreement has not yet been received by STA but MTC has approved the funding and STA staff anticipates an agreement by the end of February.

The second item is to forward a recommendation to the STA Board to authorize the Executive Director to enter into a contract for the Coordinated SRTP including the Enhanced Coordination and the Transit Corridor Study. By hiring one consultant team to conduct both plans, this will improve efficiency for data gathering and the individual SRTPs will be a good foundation in conducting the Transit Corridor Study.

The third item is to forward a recommendation to the STA Board to authorize the Executive Director to enter into a contract for the Solano County Ridership Survey and Analysis. The Ridership Survey and Analysis will be used to help calculate the new Intercity Funding Agreement formula and the data and analysis will also be available earlier to the consultant team conducting the Coordinated SRTP and Transit Corridor Study. The STA staff released the Solano County Ridership Survey and Analyst Request for Proposal (RFP) February 16, 2012 and expects to retain a consultant team by late March subject to the March 14th STA Board approval.

STA staff released a Request for Qualification (RFQ) to establish a Pre-Qualified List of Consultants for Project Management services to assist STA staff in several studies and plans this fiscal year. This includes the Solano Coordinated SRTP and Transit Corridor Study. STA plans to have a project manager on board in March to assist with the release of the Request for Proposal (RFP) after STA has received an executed funding agreement from MTC with STA Board approval. Minor changes and edits may be made to the scope of works to provide better clarification.

Fiscal Impact:

State Transit Assistance Funds (STAF) has been approved by the STA Board to develop the Transit Corridor Study in the amount not-to exceed \$150,000. MTC is in the process of approving \$140,000 in funding to develop the Coordination SRTP. The total amount of available funding is \$290,000 to complete these two studies. The MTC agreement for funding is expected to be executed in March 2012 after STA Board approval. STAF, in the amount not-to-exceed \$150,000 has been approved by the STA Board for the Ridership Survey and Analysis.

Recommendation:

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

1. Enter into an agreement with MTC for \$140,000 to develop the Solano Coordinated SRTP including Enhanced Coordination;
2. Enter into a contract for the Solano Coordinated SRTP and Transit Corridor Study for an amount not-to-exceed \$290,000; and
3. Enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$150,000.

Attachments:

- A. Approved Scope of Work for Transit Corridor Study for I-80/I-680/I-780/SR 12
- B. Approved of Scope Work for Coordinated SRTP
- C. Approved Scope of Work for Enhanced Coordination

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**SCOPE OF WORK
for
Solano
I-80/I-680/I-780/SR 12 Transit Corridor Study Update**

Purpose:

The STA completed the first Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on freeway transit corridor services. The first I-80/I-680/I-780 Transit Corridor Study was completed in July 2004. A similar study of transit service on SR 12 was completed in 2006. The CTP is currently being updated and an update of the Freeway Transit Corridor Study would complement this effort.

An I-80/I-680/I-780/Hwy 12 Transit Corridor Study is to be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) prioritizing existing and new funding revenues for intercity transit services, and 4) prioritizing existing and new capital projects and programs that support freeway corridor transit services. In addition, this study was included as part of the STA's Overall Work Program.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing I-80/I-680/I-780/Hwy 12 Corridor Transit Services and their Performance**
 - a. Review and compile all data concerning the existing fixed-route and paratransit freeway/highway transit corridor services: operators, route descriptions, service hours/miles, costs, farebox recovery, ridership, etc. for current service and for the past 5-10 years;
 - b. Identify funding structure for the routes;
 - c. Describe non-public transit corridor services as much as possible (private sector buses, airporters, employer shuttles, etc.)
- 3. Summarize progress of implementation of 2004 I-80/I-680/I-780 Transit Corridor Study and SR 12 Transit Study recommendations.**
 - a. Identify transit services maintained, added, modified, or deleted.
 - b. Identify capital projects that support freeway transit routes, (such as intermodal stations, high occupancy vehicle lanes, park and rides, maintenance facilities) and document any additions or modifications since the previous study.
- 4. Review relevant studies and related programs including, but not exclusive to:**
 - 2000 and 2010 U.S. Census data, regional transit corridor studies, Solano and neighboring jurisdictions' Short Range Transit Plans (SRTPs), Solano Transit Ridership Surveys, Commute Profile, Unmet Transit Needs hearing comments, Transit Comment Card summaries (STA and

other), freeway/highway operations studies, Transit Consolidation study, Community Based Transportation Plans, Senior and Disabled Transportation Plan, regional Clipper Program, Transit Connectivity, Transit Sustainability, and other information

5. Travel demand:

- a. Identify key transit trip generators and attracters in freeway corridors.
- b. Identify existing and projected intercity transit demand from 2010 to 2030 utilizing the Solano Napa Countywide Travel Demand Model.

6. Identify Planned Solano Intercity Services and capital for providing freeway corridor transit mobility

- Inventory public transit services (fixed-route, paratransit, taxi, and related programs) identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators and STA TAC members.
- Conduct survey if needed.

7. Prioritize Transit Corridor Needs and Strategies

- Present existing and projected demand for intercity transit services and existing and planned services
- Identify potential service, capital and related program solutions
- Prioritize needs and preliminary potential solutions
- Identify cost and implementation issues associated with solutions

8. Public Outreach

- Present findings and seek input from Transit Consortium, and STA Board Transit Committee and 2-3 public meetings
- Organize and facilitate public meetings and prepare meeting summaries

6. Draft Study

- Present the existing services, programs, and capital demand data and services inventory.
- Present to committees and input process
- Present transit and travel demand needs and strategies
- Develop a 25 year Implementation Plan, with five year increments which will include a funding plan
- Organize and facilitate at least four presentations on the Draft Plan and obtain input from various groups in Solano County as well as the STA Transit Committee prior to the STA Board.

7. Final Study

- Finalize the report incorporating input from public and committee review of draft study
- Prepare the report for electronic and hard copy distribution.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 03/22/06-C
04/23/08-C
04/27/11-C

ABSTRACT

Resolution No. 3532, Revised

This resolution adopts the Short Range Transit Plan Guidelines.

Attachment A to this resolution was amended on March 22, 2006 and April 23, 2008.

Attachment A was revised on April 27, 2011 to clarify that the SRTP guidelines will focus on small and medium sized operators that are not the subject of the Transit Sustainability Project (TSP) in FY 2011-12. For other transit operators, the requirements are suspended based on the TSP and other planning efforts in FY 2011-12.

Further discussion of these actions is contained in the MTC "Executive Director's Memoranda" to the Programming and Allocations Committee dated March 5, 2003, March 1, 2006, and April 13, 2011; and in the Programming and Allocations Committee summary sheet dated April 9, 2008 and April 13, 2011.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3532

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC the federal Transportation Equity Act for the 21st Century (TEA-21) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as inputs to regional transportation planning programming activities; and

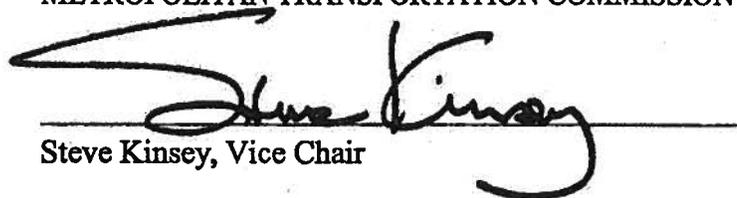
WHEREAS, Appendix A of the Overall Work Program (OWP) lists the public transit operators in the region required to prepare and update an SRTP, and provides for the financial support of the operators' development of SRTPs through the use of FTA Section 5303 funds, and also includes an outline scope of work for the SRTP; and

WHEREAS, MTC biennially enters into a funding agreement with each public transit operator required to prepare and update an SRTP, which passes through to the operator FTA Section 5303 funds; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the outline scope or work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Vice Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2003

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 03/22/06-C
04/23/08-C
04/27/11-C

Attachment A
Resolution No. 3532, Revised
Page 1 of 16

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (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.

In FY 2011-12, MTC will focus SRTP development on small and medium sized operators that are not the subject of the Transit Sustainability Project (TSP) in FY 2011-12. For other transit operators, the requirements are suspended based on the TSP and other planning efforts in FY 2011-12.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of annually providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan. This assists FTA in making its own assessment of an operator's financial capacity.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434, provision of paratransit service to persons with disabilities, older adults

and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.

- F. To provide the basis for inclusion of an operator's capital and operating programs in the RTP.
- G. The goals, objectives, and standards specified in an operator's SRTP serve as a basis for the assessment of the operator's performance conducted as part of the MTC Triennial Performance Audit of the operator.

THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

PLANNING HORIZON

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line, Regional Express Bus deployment).

FREQUENCY OF UPDATES

"Full SRTPs" must be completely updated every four years, in the year preceding a Regional Transportation Plan update. In the interim years, MTC requires at a minimum that an operator develop and update a "Mini-SRTP". The scope of both the Full and Mini-SRTPs is explained below.

REFERENCES TO MTC RESOLUTIONS

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3434, "Regional Transit Expansion Policy."
- MTC Resolution No. 3176, "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3515: "Transit Capital Priorities, Economic Recovery Principles, Policy Governing the Use of FY 2003-04 FTA Section 5307 Funds."
- MTC Resolution No. 3427, revised, Attachment C3: Regional Transportation Plan 100% "Transit Capital Shortfall" policy.
- MTC Resolution No. 3866: "MTC Transit Connectivity Plan."

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

ONBOARD SURVEY

MTC regularly conducts a regional "on-board" transit survey. The first survey was completed in FY 2006-2007 and is available here:

http://www.mtc.ca.gov/maps_and_data/datamart/survey/2006_transit.htm. The next survey is scheduled to begin in FY 2010-2011. The purpose of the survey is threefold: (1) to inform MTC and interested stakeholders of the demographic profile of transit riders throughout the Bay Area; (2) to provide information to transit providers on the travel patterns and characteristics of their customers; and, (3) to provide MTC and interested stakeholders with robust estimates of transit origin/destination patterns, which are important to analytical planning efforts. MTC and operators will coordinate to develop survey instruments that meet these three goals and to provide survey takers access to their transit systems.

SCOPE OF THE FULL SRTP

The Full SRTP must contain at least the information described in this section. Where applicable, sub-sections that are required to be included in the Mini-SRTPs are labeled as such.

1. Title Page

The title page must include the words "Short Range Transit Plan," the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and 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 programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

(This is also a requirement for Mini-SRTPs.)

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 2. Composition and nature of representation of governing body:
 - a. Number of members;

- b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
- 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
- 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 - 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
- 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;
 - 2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 - 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);

b. Other proof of transfer;

- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.

4. Service and System Evaluation

- A. Evaluate route-level and systemwide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Identify and evaluate MTC Regional Express Bus service

separately. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted. *(This is also a requirement for Mini-SRTPs, but is reduced in scope. See section on Scope of Mini-SRTPs.)*

- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes. *(This is also a requirement for Mini-SRTPs.)*
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address welfare-to-work and/or low-income transportation needs and the source(s) of funding (e.g., Lifeline).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1. Attach the most recent triennial Title VI report, plus any subsequent Title VI reports, to the SRTP in an appendix.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

- 1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection "D", Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection "D," above. Separately identify new service(s) contained in MTC Resolution No. 3434.

2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP. *(This is also a requirement for Mini-SRTPs.)*

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No.3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. If applicable, discuss strategies to address elimination of FTA Section 5307 Preventive Maintenance funding for operations as prescribed in MTC Resolution No. 3515.
7. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
8. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
 - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;

- d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
- e. Budget levels must correlate with the changes in service identified in the “Operations Plan.”
- f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, STP Preventive Maintenance, CMAQ Operating Assistance (new service), Jobs Access Reverse Commute, New Freedom);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit, MTC Regional Express Bus)].

C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

(This is also a requirement for Mini-SRTPs.)

6. Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator’s reasonable expectation of funding, particularly as outlined in MTC’s Regional Transportation Plan. MTC has reaffirmed its prior RTP commitment to fund 100% of the transit capital shortfall, subject to certain conditions as set forth in MTC Resolution No. 3427, revised.

Note: the replacement schedules for vehicles and other capital items shall reflect agreements that resulted in the temporary diversion of FTA Section 5307 funds to “preventive maintenance”.

- A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.
1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
 2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
 3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
 4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items “a” through “k” below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);

5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- Number of vehicles/vessels to be replaced;
 - Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - Year vehicle(s)/vessel(s) will be placed in service;
 - Length of vehicle(s)/vessel(s);
 - Seating capacity of vehicle(s)/vessel(s);
 - Wheelchair capacity of vehicle(s)/vessel(s);
 - Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - Placement of the vehicle(s) in fixed route service or demand responsive service;
 - Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- Manufacturer;
 - Year of manufacture;
 - Identification number, (individual VIN or VIN sequence for subfleets);
 - Length of vehicle(s)/vessel(s);
 - Seating capacity of vehicle(s)/vessel(s);
 - Wheelchair capacity of vehicle(s)/vessel(s);
 - Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - Years of service life to be added;
 - Rehabilitation to be performed in-house or contracted, if known;

- l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
 - a. the number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP.
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
 - a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed route vehicles in reserve fleet;
 - c. Spare ratio of fixed route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;
 - i. Spare ratio of demand responsive vehicles (at maximum pullout)
 - j. Useful life of revenue vehicles;

k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items "a" through "n" below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;
 - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
 - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

(Item "g" is also a requirement for Mini-SRTPs, but is reduced in scope. See section on Scope of Mini-SRTPs.)

- C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
2. Maintenance and Fueling;
3. Vehicle/Vessel Storage/Staging;
4. Park-and-Ride;
5. Stations and Stops;
6. Right-of-Way, Track, or Guideway;
7. Bicycle Facilities (e.g., lockers).

D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.

7. Other Requirements

A. Provide the following information on expansion projects included in MTC Resolution No. 3434:

1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434.
2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;
 - b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).

6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

SCOPE OF MINI-SRTPs

The Mini-SRTP is an abbreviated version of the Full SRTP, and shall be a series of spreadsheets, supported as necessary by brief narratives. The Mini-SRTP shall include at least the following information:

1. **Title Page** – same as Scope of Full SRTP, item 1, Title Page
2. **Evaluation of Key Performance Measures, Service Factors, and Patronage**
 - A. Evaluate key systemwide performance measures against current service standards. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle miles, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted. (Similar to Scope of Full SRTP, Service and System Evaluation section, item 4.A.)
 - B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes. (Same as Scope of Full SRTP, Service and System Evaluation, item 4.B.)
3. **Service Plan** – same as Scope of Full SRTP, Operations Plan, item 5.A.5
4. **Operations Budget** – same as Scope of Full SRTP, Operations Budget, item 5.B
5. **Fleet Inventory Update**
 - A. Revenue Vehicle/Vessel Replacement – same as Scope of Full SRTP, Capital Improvement Program, item A.5
 - B. Revenue Vehicle/Vessel Rehabilitation – same as Scope of Full SRTP, Capital Improvement Program, item A.6
 - C. Revenue Vehicle/Vessel Expansion – same as Scope of Full SRTP, Capital Improvement Program, item A.7

- D. Non-Revenue Vehicle/Vessel Replacement – Use tabular or other graphic format to show the number of vehicles per year that are proposed for replacement with regionally programmed funds. (Similar to Scope of Full SRTP, Capital Improvement Program, item B.2.g.)

SCHEDULE AND TRANSMITTAL

1. Submit two hard copies and an electronic copy of draft Full or Mini-SRTPs to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit eight (8) hard copies and an electronic copy of final Full or Mini-SRTPs to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

Deliverable

Delivery Dates

Draft FY 2013-2022 Full SRTP
Final FY 2013-2022 Full SRTP

TBD
TBD

MTC staff and the transit operators will agree to a schedule once counties and operators have been selected.

An operator at its discretion may choose to submit a Full SRTP for any year when a Mini-SRTP is due.

REQUIRED APPROVALS

The operator's governing body must adopt Full SRTP and any Mini-SRTP containing policy changes from the latest board-approved SRTP. Mini-SRTPs with no policy changes may be adopted or approved by the operator's General Manager.

REVISIONS TO THESE GUIDELINES

Minor modifications to these guidelines may be approved by the Programming and Allocations Committee.

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SCOPE OF WORK For Enhanced Coordination

Purpose:

The specific purpose is to develop an enhanced coordinated analysis of the Transit Operators in Solano County. Some of the areas of analysis will include the Standardized Fare Structure, Joint Contracting and ADA Eligibility Determination, Enhanced Transit Coordination of Capital Planning, Enhance Coordination of Transit Service Planning, and Transportation Options and Transit Connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).

The purpose of the on board survey is: (1) to inform MTC, STA, and interested stakeholders of the demographic profile of transit riders throughout the Solano County; (2) to provide information to transit providers on the travel patterns and characteristics of their customers; (3) to provide MTC, STA and interested stakeholders with robust estimates of transit origin/destination patterns, which are important to analytical planning efforts; and, (4) to provide STA, the Intercity Transit Operators and Intercity Funding Partners statistical information used for calculating the participating agencies contributions.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation**
 - a. Development of a standardized fare structure (may just include standard fare instruments, but could also include standard dollar amounts for each) for Solano County Transit Operators.
 - b. Revise current fare policies to conform with Clipper
 - c. Analysis the potential revenue impact and/or gains to Solano County operators with the implementation of a standardized fare structure.
- 3. Enhanced Transit Coordination of Capital Planning**
 - a. Develop and combined data for capital needs for transit operators in Solano County
 - b. Data should have the same components as individual capital planning scope of work in the SRTP
 - c. Identify potential funding sources to meet the needs
 - d. Show funding need in graphs by year, type of capital, and operator
 - e. Identify potential joint procurement
- 5. Enhanced Coordination of Transit Service Planning**
 - a. Identify connection problems of local route to intercity routes and other regional transportation
 - b. Identify changes to enhance service for intercity travel and well as intercity to local, local to intercity, and intercity to intercity/regional
 - c. Identify potential coordination as ridership increases in the future.

6. Fairfield and Suisun Transit

- a. Growth, No Growth, and Reduction scenarios with regards to service planning
 - o Consultant would identify services that should be added or eliminated in priority order depending on resources (capital and financial)
 - o Consultant would detail the service, funding and capital plans necessary for supporting the actions associated with each scenario
- b. Title VI analysis of current transit system at the time of the SRTP
- c. Public Participation Plan
- d. Fairfield specific financial plans for operations and capital

7. Transportation Options and Transit Connectivity to the Colleges in Solano County

- a. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- b. Develop transportation options and transit connectivity to colleges in Solano County.
- c. Option could include, shuttles, carpool, vanpool, rideshare, transit, and other innovated approaches

8. On Board Demographic Survey (to be conducted in Solano Ridership Survey and Analysis)

- a. The Consultant, STA, and operators will coordinate to develop survey instruments that meet the four goals stated in the Purpose.
- b. The Intercity Routes survey will be reviewed with slight edits to meet the needs of the Intercity Funding Agreement (Intercity Ridership Study can be found on STA website)
- c. The local routes will also be surveyed.

9. Final Study

- a. Finalize the report incorporating input from committee review of draft study
- b. Prepare the report for electronic and hard copy distribution.



DATE: February 8, 2012
 TO: STA TAC
 FROM: Sam Shelton, Project Manager
 Jessica McCabe, Project Assistant
 RE: Solano Project Delivery Working Group (PDWG) Work Plan

Background:

Since March 2007, the purpose of the Solano Project Delivery Working Group’s (Solano PDWG) mission statement and goals remain largely unchanged:

“To provide a project delivery forum between STA Staff and local project managers.”

The goals of the Solano PDWG are as follows:

1. *Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.*
2. *Regularly update STA staff regarding project delivery status.*
3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

The Solano PDWG Work Plan has also changed little since its inception, which includes tasks designed to address each goal.

2007 Solano PDWG Work Plan		
Goal	Tasks	2007 Timeline
Educate	<ul style="list-style-type: none"> ○ Provide guidance for a “Solano Project Delivery Guidance Document” 	<ul style="list-style-type: none"> ○ April - July
Project Updates	<ul style="list-style-type: none"> ○ Create a project status database. ○ Update a project status database with STA Staff. 	<ul style="list-style-type: none"> ○ April - July ○ Quarterly and/or at each Solano PDWG
Delivery Process & Deadline updates	<ul style="list-style-type: none"> ○ Update project managers through STA Project Deliver Update reports. 	<ul style="list-style-type: none"> ○ Continuous
Project delivery issues	<ul style="list-style-type: none"> ○ Local staff delivery burdens (lack of staff, Caltrans difficulties, changing deadlines, etc.) 	<ul style="list-style-type: none"> ○ At each Solano PDWG
Process recommendations	<ul style="list-style-type: none"> ○ Recommend process improvements to MTC’s PDWG. 	<ul style="list-style-type: none"> ○ At each Solano PDWG

On September 28, 2010, the Solano PDWG discussed the working group's mission statements, purpose, goals, and work plan tasks as part of a 1-hour work plan workshop. Workshop materials included past Solano PDWG work plans and notes describing delivery process recommendations from Project Delivery Forums with MTC and Caltrans staff. While no one recommended changes to the mission statement, Solano PDWG members recommended the following additions to one of the Solano PDWG's goals and several work plan tasks.

New Goal amendment as recommended by Solano PDWG members:

1. *“Discuss and resolve project delivery issues cooperatively and proactively.”*

Solano PDWG members were mostly in favor of working proactively to discuss project delivery issues prior to missing deadlines. However, Solano PDWG members noted that current reactive STA project delivery practices did not provide local project sponsors with additional flexibility, potentially at the cost of missing deadlines.

On November 17, 2010, the STA Technical Advisory Committee (TAC) approved the recommended additions to the Solano PDWG Work Plan as described in Attachment A.

Discussion:

At the December 13, 2011 Solano PDWG meeting, PDWG members were asked to review the suggested changes that were made to the Solano PDWG Work Plan. These changes reflected minor revisions to the tasks and 2011-12 Timeline; however, additional changes to the goals and tasks were later requested by PDWG members and these changes were incorporated into the updated Work Plan. These changes are highlighted in Attachment B. PDWG members reviewed these additional revisions to the FY 2011-12 Solano PDWG Work Plan at the January 17, 2012 PDWG meeting, and approved forwarding a recommendation to the STA TAC.

Fiscal Impact:

None. Projects described in the work plan have the potential to spend funds currently approved in the STA's FY 2011-12 Budget.

Recommendation:

Approve the Solano PDWG Work Plan for FY 2011-12 as described in Attachment B.

Attachments:

- A. Solano Project Delivery Working Group (PDWG) Work Plan (11/17/2010)
- B. Solano Project Delivery Working Group (PDWG) Work Plan (01/17/2012)

Solano Project Delivery Working Group (PDWG) Work Plan

For both short term FY 2010-11 tasks and long term tasks

October 28, 2010

Solano PDWG mission statement:

“To provide a project delivery forum between STA Staff and local project managers.”

The goals of the Solano PDWG are as follows:

1. *Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.*
2. *Regularly update STA staff regarding project delivery status.*
3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively and proactively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

FY 2010-11 Solano PDWG Work Plan		
Goal	Tasks	2010-11 Timeline
Educate	<ul style="list-style-type: none"> ○ Provide guidance for a “Solano Project Delivery Guidance Document” 	<ul style="list-style-type: none"> ○ Draft by June 2011
Project Status Updates	<ul style="list-style-type: none"> ○ Pilot the “Management Assistant for Projects in Solano” (MAPS) Program ○ Review STA Project Status Summaries as part of Project Delivery Update reports 	<ul style="list-style-type: none"> ○ Dec – April ○ Quarterly and/or at each Solano PDWG meeting
Delivery Process & Deadline updates	<ul style="list-style-type: none"> ○ Update project managers through STA Project Deliver Update reports, summarizing news and direction from MTC and Caltrans meetings and correspondence. 	<ul style="list-style-type: none"> ○ Continuous, at Solano PDWG meetings or by email.
Project delivery issues	<ul style="list-style-type: none"> ○ Standing discussion item at Solano PDWG meetings. ○ Continue to coordinate “Project Delivery Forums” with Caltrans, MTC, and FHWA. 	<ul style="list-style-type: none"> ○ Continuous, at Solano PDWG meetings ○ Next meeting, Summer 2011
Process recommendations	<ul style="list-style-type: none"> ○ Develop Project Funding Strategies for locally sponsored projects. ○ Pursue Caltrans oversight & clearance feedback and monitoring program (potentially part of MAPS). ○ Request STA Planning Staff discussions of next planning and funding opportunities. 	<ul style="list-style-type: none"> ○ Dec – March 2011 ○ Mar – Apr 2011 ○ Quarterly STA planning staff updates at PDWG meetings

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Solano Project Delivery Working Group (PDWG) Work Plan

For both short term FY 2011-12 tasks and long term tasks

January 11, 2011

Solano PDWG mission statement:

“To provide a project delivery forum between STA Staff and local project managers.”

The goals of the Solano PDWG are as follows:

1. ~~Communicate~~ ~~Educate all project managers regarding~~ project delivery planning, programming and allocation procedures and deadlines.
2. Regularly update STA staff regarding project delivery status.
3. ~~Assist local agencies to meet~~ ~~insure that~~ all project delivery deadlines ~~are met by local project sponsors.~~
4. Discuss and resolve project delivery issues cooperatively and proactively.
5. Recommend improvements to ~~and solutions for the project delivery process~~ ~~the project delivery process and project delivery solutions~~ to the STA TAC.

FY 2011-12 Solano PDWG Work Plan		
Goal	Tasks	2011-12 Timeline
Educate	<ul style="list-style-type: none"> ○ Provide guidance for a “Solano Project Delivery Guidance Document.” ○ <u>Develop Project Funding Strategies for locally sponsored projects.</u> ○ <u>Request STA Planning Staff discussions of next planning and funding opportunities.</u> 	<ul style="list-style-type: none"> ○ Draft by June 2011<u>2012</u> ○ <u>Monthly STA planning staff updates at PDWG meetings</u>
Project Status Updates	<ul style="list-style-type: none"> ○ Pilot the “Management Assistant for Projects in Solano” (MAPS) Program. ○ Review STA Project Status Summaries as part of Project Delivery Update reports. 	<ul style="list-style-type: none"> ○ Dec – April ○ <u>January - May 2012</u> ○ Quarterly and/or at each Solano PDWG meeting
Delivery Process & Deadline updates	<ul style="list-style-type: none"> ○ Update project managers through STA Project Deliver Update reports, summarizing news and direction from MTC and Caltrans meetings and correspondence. 	<ul style="list-style-type: none"> ○ Continuous, at Solano PDWG meetings or by email.
Project delivery issues	<ul style="list-style-type: none"> ○ Standing discussion item at Solano PDWG meetings. ○ Continue to coordinate “Project Delivery Forums” with Caltrans, MTC, and FHWA. 	<ul style="list-style-type: none"> ○ Continuous, at Solano PDWG meetings ○ Next meeting, Summer 2011<u>2012</u>
Process	<ul style="list-style-type: none"> ○ Develop Project Funding Strategies for 	<ul style="list-style-type: none"> ○ Dec – March 2011<u>2</u>

<p>recommendations</p>	<p>locally sponsored projects</p> <ul style="list-style-type: none"> ○ Pursue Caltrans oversight & clearance feedback and monitoring program (potentially part of MAPS). ○ Request STA Planning Staff discussions of next planning and funding opportunities. 	<ul style="list-style-type: none"> ○ Mar – Apr 2011 ○ <u>Monthly Quarterly STA planning staff updates at PDWG meetings</u>
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DATE: February 22, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Accept Construction Contract for the SID Facilities Modification Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. STA is leading the design phase for the I-80 Eastbound Cordelia Truck Scales Relocation Project and has also been taking the lead with utility relocations for the Project. The utility relocations (PG&E and Solano Irrigation District (SID) facilities), needed to be completed in advance of Caltrans advertising the project for construction, which is scheduled to start in the spring 2012.

Discussion:

Consistent with STA Board direction, staff has preceded with implementation of the relocation of the SID irrigation facilities to facilitate the construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project. In May 2011, the SID Facilities Modifications Project was awarded to Associated Constructors, Inc. The STA administered the irrigation pipeline relocations of the SID Facilities Modifications Project with Parsons Brinckerhoff performing construction management services.

The work under the contract with Associated Constructors, Inc. is now complete and the project is closed out. As such, STA staff is recommending the TAC forward a recommendation to the Board to accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office (Attachment A). This action by the Board will release the Surety bonds secured by Associated Constructors, Inc. (contractor) to ensure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the SID Facilities Modifications Project.

Construction Budget	\$736,000.00
<u>Total Construction Cost</u>	<u>\$680,597.68</u>
Remaining Budget	\$55,402.32

Fiscal Impact:

The cost for the construction contract for the SID Facilities Modifications Project was funded with Bridge Toll funds already allocated to this Project.

Recommendation

Forward a recommendation to the STA Board to:

1. Accept the Cordelia CVEF SID Facilities Modifications Project contract as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

Attachment:

- A. Notice of Completion for the Cordelia CVEF SID Facilities Modifications Project

Recording Requested By:
SOLANO TRANSPORTATION AUTHORITY

When Recorded, Return To:
Solano Transportation Authority
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

**SOLANO TRANSPORTATION AUTHORITY
NOTICE OF COMPLETION**

In the Matter of Accepting and Giving
Notice of Completion of Contract for
SID Facilities Modifications Project
3895 Interstate 80, Fairfield CA

WHEREAS, the Solano Transportation Authority (address listed above) on behalf of the owner, the State of California (P.O. Box 942873, Sacramento, CA 94273-0001) for the construction of the future EB Route 80 Cordelia CVEF contracted on June 8, 2011 with Associated Constructors, Inc. to install irrigation pipelines, agriculture field services, air vents and trash racks with hand railing at various locations in unincorporated Solano County and adjacent to eastbound Route 80, with RLI Insurance Company of Illinois as surety, for work to be performed in the unincorporated area of Solano County, with the nature of the interest or estate of the owner is in fee; and

WHEREAS, the Executive Director reports that said work has been inspected and complies with the plans, special provisions and standard specifications, and recommends its acceptance as complete as of March 14, 2012.

NOW, THEREFORE, the Governing Body of the Solano Transportation Authority hereby accepts said work associated with the SID Facilities Modifications Project as complete on March 14, 2012 and directs the Executive Director or his designee to file a copy of this Resolution and Notice as a Notice of Completion for said contract with the County Recorder.

I HEREBY CERTIFY that the foregoing Notice of Completion was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day of March, 2012.

Attest by: _____
Johanna Masiclat
Clerk of the Board

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DATE: February 17, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Project Delivery for Fiscal Year (FY) 2011-12 Projects

Background

The STA Project Delivery Department is responsible for the delivery of STA led projects and monitors and assists in the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff help local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

On March 9, 2011, the STA Board adopted the STA Project Delivery Policy (Attachment A) in an effort to formalize the STA's procedures regarding the programming and monitoring of projects. The goal of the policy is to protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Air Quality Management Districts.

The policy states that STA will support projects with reasonable delivery schedules which describe development milestones, including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt deadlines. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

Past Review and Approval of FY 2011-12 Project Delivery Schedules

In accordance with the STA Project Delivery Policy, STA staff reviewed project delivery schedules for FY 2011-12 projects with the Solano PDWG in May & June of 2011 and STA TAC in June 2011 and approved by the STA Board in July 2011. As part of this peer review process, STA staff suggested recommendations to further assist project sponsors in meeting delivery deadlines. This was recently the case with Suisun City's Grizzly Island Trail project, where PDWG and TAC members recommended milestones and funding alternatives, in response to project delivery delays identified by both STA and City of Suisun City staff. Since July 2011, Suisun City met the August and September 2011 milestones that would have triggered alternative funding decisions by the STA TAC and Board and succeeded with requesting federal funding by February 1, 2012 in accordance with MTC's delivery policies.

Shifted \$305,000 of Eastern CMAQ to County of Solano for Vaca-Dixon Bicycle Route
On September 14, 2011, the STA Board approved the programming of \$305,000 of Eastern Solano Congestion Mitigation & Air Quality Program funds (ECMAQ) to the County of Solano for the construction of the next phase of the Vaca-Dixon Bicycle route along Hawkins Road. This funding was originally programmed for the STA's Safe Routes to School Program's Education and Encouragement activities, if the STA did not identify a project that could use ECMAQ for construction in FY 2011-12. This raised the total CMAQ funding for construction to \$467,000. \$88,000 of ECMAQ was previously obligated in December of 2010 for preliminary engineering.

Discussion

FY 2011-12 Unmet Project Delivery Deadlines

MTC's Resolution 3606 requires federal-aid projects to request federal obligation by February 1st of the year in which funding is programmed in the Transportation Improvement Program. The following Solano County projects did not meet this deadline:

- City of Fairfield – Various Streets Overlay
\$1,370,000 STP Local Streets & Roads funding
Late changes to the selected pavement treatment is anticipated to delay an E76 request by 4 weeks.
- City of Vacaville - Ulatis Creek Bike Path (Ulatis to Leisure Town)
\$630,000 ECMAQ
Clarification between the City and Caltrans on revised Right of Way clearance procedures is anticipated to delay an E76 request by 3 weeks.
- Solano County - Overlay Various Streets
\$1,689,000 STP Local Streets & Roads funding
Minor revisions to the projects Area of Potential Effect is anticipated to delay an E76 request by 8 weeks.
- Solano County - Vacaville-Dixon Bicycle Route (Phase 5)
\$467,000 ECMAQ
Discussions regarding cultural resources and archeology have delayed the environmental clearance of this project to the end of February or beginning of March 2012. This is anticipated to delay an E76 request by 8 to 10 weeks, leaving 2-4 weeks to meet MTC's April 30th, 2012 obligation deadline.

This information was sent to MTC staff by STA staff on January 31st and revised on February 13th to adjust milestone dates for a few projects (Attachment B). Unfortunately, Solano County's Vacaville-Dixon Bicycle Route Project's delivery information was not included on this letter. After being informed of this oversight by MTC staff and Caltrans staff, STA staff requested Solano County staff to provide updated project delivery information. Of the four projects that did not meet MTC's February 1st delivery deadline, STA staff recommends taking additional steps to ensure the delivery of Solano County's Vacaville-Dixon Bicycle Route (Phase 5), as this project not only has significant delays but also does not yet have environmental clearance.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, MTC, Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Alternative Funding for Vaca-Dixon Bicycle Route (Phase 5)

STA staff recommends reprogramming \$467,000 of ECMAQ to the STA's Safe Routes to School Program as a funding alternative to allow Solano County additional time to resolve environmental issues, should the County be unable to receive environmental clearance by March 14, 2012. Should the STA Board consider taking this action, STA staff recommends that the STA Board also commit to programming Cycle 2 One Bay Area Grant (OBAG) ECMAQ funding in FY 2013-14 to the Vaca-Dixon Bicycle Route project to help construct the next phase. This will require the County of Solano to be compliant with all OBAG planning and project delivery requirements (e.g., complete streets policies).

The STA Board cannot act any later than March 14, 2012 to make this decision, as this CMAQ funding reprogramming must be part of the next TIP amendment (April 1, 2012) and obligated this fiscal year.

Fiscal Impact

This action would 1) shift \$467,000 of Eastern Solano CMAQ (ECMAQ) funding from the County of Solano's Vaca-Dixon Bike Route Project to the STA's Safe Routes to School Program; and, 2) Commit future One Bay Area Grant (OBAG) funding in FY 2013-14 to the County of Solano's Vaca-Dixon Bike Route Project.

Recommendation

Forward a recommendation to the STA Board to approve the following, if the County of Solano is unable to environmentally clear the Vaca-Dixon Bicycle Route project by March 14, 2012:

1. Reprogram \$467,000 of Eastern Solano Congestion Mitigation & Air Quality (ECMAQ) funding from the County of Solano's Vaca-Dixon Bicycle Route project to the STA's Safe Routes to School Program; and,
2. Commit to programming One Bay Area Grant (OBAG) Cycle 2 ECMAQ funding to help construct the next phase of the Vaca-Dixon Bicycle project in FY 2013-14.

Attachments:

- A. STA Project Delivery Policy, 02-28-11
- B. STA Memo to MTC re: Project Delays in Solano County, sent to MTC 01-31-12, revised 02-13-12

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Solano Transportation Authority Project Delivery Policy 02-28-2011

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
 - 1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

- 1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.
 - 1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.
 - 1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.
 - 2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.
 - 2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discussed below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.
 - 3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.
 - 3.2. STA staff project delivery assistance and support includes but is not limited to:
 - 3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.
 - 3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.
 - 3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.
 - 3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.
 - 3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.
 - 3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.
 - 3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.

1.1. Federal Aid Projects

1.1.1.MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:

- 1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)
 - 1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.
- 1.1.1.2. Field review scheduled (August – October)
 - 1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.
- 1.1.1.3. Environmental Clearance (October – November)
 - 1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at \$0.90 to \$1.00.
- 1.1.1.4. Obligation Requests for any phase (November – January)
 - 1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than \$0.90 to \$1.00.
- 1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)
 - 1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than \$0.50 to \$1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.

1.1.2.All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.

1.2. State funded projects

1.2.1.State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:

- 1.2.1.1. STIP Programming Review (March - April)
 - 1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.
- 1.2.1.2. State allocation funding requests (November – April)
 - 1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than \$0.90 to \$1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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Solano Transportation Authority

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

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

Memorandum

To: Craig Goldblatt

From: Jessica McCabe

Date: 2/13/2012

Re: Project Delays in Solano County

This memo is to inform you of the agencies and related projects in Solano County that will not be able to meet the February 1, 2012 deadline to request authorization for federal funds. The agencies that have informed STA staff of project delays are Fairfield, Vacaville, and Solano County. While these agencies have indicated that they will not be able to meet the February 1 deadline, they have indicated that they are committed to meeting the April 30, 2012 obligation deadline.

Listed below are the current project status and revised project schedule for each agency experiencing a delay.

City of Fairfield – Various Streets Overlay - STPL 5132(039)

TIP ID: SOL110010

Contact: Peter Wright, 707-428-7784, pwright@fairfield.ca.gov

Project Status:

The City of Fairfield recently reduced the scope of the project from seven streets to three streets due to a funding shortfall; however the program funding amount will not change. The funding shortfall was due to incorrect pavement rehabilitation assumptions, that is, rubberized cape seal was the assumed rehabilitation method and the actual method will be mill-and-fill HMA overlay. The City is waiting on a revised project scope from their consultant, then plan to submit the E-76 Request.

Task	Date		
	Calendar Days	From	To
Caltrans Issues NEPA (Clearance)	1	12/7/2011	12/7/2011
Project Design		6/21/2011	2/20/2012
City clears right of way	14	1/26/2012	2/9/2012
City prepares E-76 request package for Caltrans	42	1/17/2012	2/27/2012
Caltrans submits E-76 paperwork	14	2/28/2012	3/12/2012
FHWA review E-76	21	3/13/2012	4/2/2012
FHWA obligation deadline (per MTC)		4/30/2012	4/30/2012
City Award Deadline (per MTC)		10/31/2012	10/31/2012

Construction Schedule	Approx. Date
Advertise (30 cal days)	May-12
Last day for questions	
Open Bids; 2 pm	Jun-12
Council Meeting to Award	Jul-12
Notice to Proceed	Jul-12
Final Completion	Oct-12

City of Vacaville - Ulatis Creek Bike Path (Ulatis to Leisure Town)

TIP ID: SOL070026

Contact: Tawnia Skow, 707-449-5340, tskow@cityofvacaville.com

Project Status:

The City of Vacaville needs to acquire easements from 4 property owners for construction of the project. These owners are the Solano County Water Agency (SCWA), Syar Industries, The Mission Church and the Leisure Town Homeowners Association. The City has received Right of Entry Agreements from Syar and the Church and the Easement Agreement with the Homeowners Association has been executed. The City has negotiated an Easement Agreement with SCWA. SCWA will be taking the agreement to their Board on February 9, 2012. The City will then submit a Level 2 ROW Certification for approval by Caltrans. City staff has been in contact with Caltrans ROW staff during the ROW process. Caltrans ROW staff has done an initial review of the ROW Certification and the City has incorporated comments received. The City expects to have signed Easement Agreements from Syar and the Church by March 1, 2012. The City will then upgrade the ROW Certification from a Level 2 to a Level 1. Please see the anticipated schedule below for completion of remaining tasks.

Task	Date
NEPA Clearance	Completed
Receive E-76 for ROW	Completed
Receive signed Easement Agreement from SCWA	February 13, 2012
Submit ROW Certification (Level 2)	February 14, 2012
Receive Approval of ROW Certification (Level 2)	February 21, 2012
Submit Request for E-76 for Construction	February 22, 2012
Receive signed Easement Agreements from Syar and the Church	March 1, 2012
Close Escrow	March 15, 2012
Submit upgraded ROW Certification (Level 1)	March 16, 2012
Receive approval of ROW Certification (Level 1)	March 23, 2012

Receive E-76 for Construction	Prior to April 30, 2012
Advertise	May 2012
Award	June 2012
Begin Construction	July 2012
End Construction	October 2012

Solano County - Overlay Various Streets

TIP ID: SOL110017

Contact: Nick Burton, 707-784-8155, nsburton@solanocounty.com

Project Status:

The submittal of the E-76 will be delayed by a week, since the County is waiting on their consultant to make minor revisions to the project's area of potential affect (APE), per Caltrans comments.

Task	Date		
	Calendar Days	From	To
Environmental Clearance			
Prepare PES Form and tech memos			
Submit PES/ Field Review/ tech memo Forms to Caltrans			
Hold Field Review with Caltrans	1	6/9/11	6/9/11
Resolve any Field Review Issues	14	6/9/11	6/18/11
Caltrans final review	14	2/1/11	2/7/11
Caltrans Issues NEPA (Clearance)	1	2/7/11	2/7/11
Project Design**	14	1/27/12	3/1/12
City clears right of way	8	2/8/12	3/1/12
City prepares E-76 request package for Caltrans	46	2/10/12	3/1/12
Caltrans submit E-76 paperwork	14	2/7/12	mid-March
FHWA review E-76	21	2/21/12	mid-April
FHWA obligation deadline (per MTC)	1	3/14/12	
City Award Deadline (per MTC)	1	3/14/12	

If you have any further questions, please feel free to contact me at 707-399-3215, or jmccabe@sta-snci.com

CC: Janet Adams
Daryl Halls
Sam Shelton

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DATE: February 21, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: FY 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program
Manager Funds

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The Solano Transportation Authority (STA) is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated amount available for FY 2012-13 is \$279,000.

Discussion:

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Over the past few years, the STA Board has committed TFCA funds to match funds provided by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program for the Solano Napa Commuter Information (SNCI) Program. ECMAQ funds are Federal funds and require a local match. This funding is also only available for clean air projects in the northern section of Solano County (i.e. cities of Dixon, Vacaville, Rio Vista and portions of unincorporated Solano County). SNCI received \$150,000 per year over the last three years from ECMAQ. STA staff is recommending the same amount approved last year of \$220,000 from the TFCA program to match ECMAQ contributions this year. The TFCA matching amount is higher to reflect the population proportion of the southern half of Solano County.

SNCI's Rideshare Incentives Program is a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and improve the

quality of life in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). Highlights of last year (FY 2011-12) program include:

- Formed 14 vanpools going to Solano County in the first 6 months of FY 2011-12.
- Provided support and service to 194 vanpools that travel to, from, or through Solano County.
- Successful Solano Commute Challenge – 469 Commute champions (using a commute alternative more than 30 workdays in a 3 month period), 51 participating Employers, 768 registered employees.
- Increased number of Emergency Ride Home participants (184) by 110%.

Lastly, STA staff is also recommending a call for eligible clean air projects for the remaining balance of \$59,000. All eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year. Past projects funded through the TFCA program included Class I and II bike paths, climate or clean air education materials, and Safe Routes to School Projects. Projects identified in recently completed Climate Action Plans are eligible for TFCA funds.

Fiscal Impact:

Solano County is estimated to have \$279,000 available for TFCA Program Manager funds in FY 2012-13. STA staff is recommending \$220,000 for SNCI's program as match for ECMAQ funds. The SNCI program will not be able to operate at its current level if the \$220,000 is not approved. A call for projects is recommended for the remaining balance of \$59,000.

Recommendation:

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

1. \$220,000 from FY 2012-13 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$59,000.



DATE: February 21, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Transportation for Sustainable Communities Plan

Background:

The Solano Transportation Authority (STA) completed a Countywide Transportation for Livable Communities (TLC) Plan in 2004 which identified TLC type projects throughout Solano County. At the time, the Metropolitan Transportation Commission (MTC) was re-evaluating the regional TLC funding program to allow a portion of the regional funding to be allocated by the Congestion Management Agencies (i.e. STA). The STA's Countywide TLC Plan provided a framework for the STA and its member agencies to begin prioritizing projects for regional and local TLC funds.

The original TLC concept in the late 1990's and early 2000's was to provide transportation financial incentives for projects that improved a nexus between transportation and land use activities. The program started to evolve in 2003 and 2004 with a shift to focus TLC funds toward projects that supported transit facilities near higher density residential and employment areas. The STA's 2004 Countywide TLC Plan reflected this shift in MTC's TLC program.

Discussion:

MTC shifted the focus of TLC funding again as part of the new One Bay Area Grant Program. This new shift is to dedicate all TLC funding, including county discretionary TLC funds, for eligible projects included in Priority Development Areas (PDA). STA staff is currently updating the Countywide TLC Plan to reflect the current objectives of MTC's TLC Program and to update Solano County's vision for integrating countywide transportation planning with land use decisions. The updated TLC Plan was renamed Transportation for Sustainable Communities (TSC) Plan and will be included as part of the Comprehensive Transportation Plan's Alternative Modes Element. The TSC Plan is designed to improve on the 2004 TLC Plan by expanding on the benefits of linking transportation and land use planning, reviewing best practices and past successes, introducing PDA's and supportive funding programs.

To assist in the development of the TSC Plan, STA staff established a Working Group of transit, planning and public works staff participants to provide technical assistance. The Working Group developed a scope of work, established criteria for TSC priority projects and updated information on prior TLC projects. The Working Group also assisted in facilitating a PDA tour for the Alternative Modes Committee in November. In addition to technical assistance, STA staff worked directly with the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee for public input. STA staff provided regular updates to both public advisory committees.

The draft TSC Plan is nearing completion and is included under separate cover for the STA's Technical Advisory Committee to review. A major component of the plan includes the 2012 TSC Candidate Projects List. These projects are an update to the prior 2004 TLC Plan's project list of bicycle and pedestrian projects which directly supported transit oriented development or smart growth areas (Attachment A).

The TSC projects were primarily prioritized based on six goals detailed in the Plan. In summary, the six TSC goals are:

1. Balance Transportation System
2. Enhance Quality of Life
3. Promote Economic Development
4. Link Transportation and Land Use
5. Support Public Health and Safety
6. Conserve Environmental Resources

Another major component for prioritizing the TSC projects was project delivery.

The top four projects based on the goals identified in the TSC are:

- 1) Vallejo Downtown Improvement Project Phase 2
- 2) Fairfield West Texas Gateway Project
- 3) Dixon West B. Street Project
- 4) Vacaville Creek Walk Extension (Ulatis Creek Bike/Pedestrian Path- McClellan Street to Comstock Way)

The Working Group and the STA's Alternative Modes Committee are currently reviewing the draft for final comments. STA staff is anticipating a final draft to be brought back to the TAC for an approval recommendation in March followed by the STA Board in April.

Fiscal Impact:

None at this time. The TSC identifies projects for future funding considerations and advocacy.

Recommendation:

Informational.

Attachment:

- A. 2012 Transportation for Sustainable Communities Project List
- B. Draft Transportation for Sustainable Communities Plan (February 2012)
(Attachment B has been provided to the TAC members under separate enclosure.)

2012 Transportation for Sustainable Communities Project List

City of Benicia

- Benicia Intermodal Station
- Benicia Industrial Park Transit Hub
- Sulphur Springs Creek Trail Connectivity

City of Dixon

- West 'B' Street Pedestrian/Bicycle Undercrossing

City of Fairfield

- West Texas Street Gateway Project
- Fairfield/Vacaville Intermodal Train Station

City of Rio Vista

- Waterfront Improvements

City of Suisun City

- Railroad Avenue Extension
- Lotz Way Bike and Pedestrian Improvements
- Suisun Train Station: Safe Routes to Transit

City of Vacaville

- Mason Street at Depot Street Road Diet
- Downtown Creekwalk Extension (Ulatis Creek Bike/Pedstrian Path- McClellan Street to Comstock Way)
- Vacaville Transportation Center Phase 2
- Allison/Ulatis PDA Bike Pedestrian improvements

City of Vallejo

- Downtown Vallejo Improvement Project
- Vallejo Station Parking Structure Phase B
- Sonoma Boulevard Corridor

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DATE: February 23, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Candidate Projects and Priorities

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 is a measure designed to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG), with input from MTC and other regional agencies.

In late December 2011, MTC released a preview of updated the guidelines for the OneBayArea Grant (OBAG) program. OBAG will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning. The draft OBAG program proposes to direct \$16 million to Solano County for the three year federal Cycle 2 funding. Safe Routes to Schools (SR2S), formerly a part of the OBAG fund mix, will be funded separately.

On February 8, 2012, the STA Technical Advisory Committee (TAC) held a workshop to discuss the OBAG process, and to prepare local jurisdictions to identify top funding priorities.

Discussion:

As discussed at the February 8th TAC workshop, MTC is proposing a number of restrictions on OBAG funds. Those restrictions are listed below. MTC is considering requiring projects that are requesting listing in the current Transportation Improvement Plan (TIP) to meet these requirement before TIP listing.

- Project Locations in Priority Development Areas (PDAs). At least 50% of the OBAG funds must be spent on projects that are in or directly connect to PDAs. There are 9 designated PDAs in Solano County, 2 proposed PDAs, and 1 PDA application being prepared.

- Complete Streets. Jurisdictions must have amended their General Plan by no later than June 30, 2013, to be consistent with the Complete Street Act of 2008. No Solano County jurisdictions meet this requirement at this time.
- Housing Element Certification. Require each jurisdiction to have a housing element that is certified by the State Department of Housing and Community Development. All jurisdictions but the City of Benicia currently meet this requirement.

In addition, STA is requiring that any projects submitted for OBAG funding must be included as a priority project in an adopted STA plan.

The federal funds are a mix of Surface Transportation Program (STP) Congestion Mitigation and Air Quality (CMAQ) and Eastern Solano CMAQ (ECMAQ) funds. The STP funds are the most flexible and have therefore historically been used for Local Streets and Roads (LS&R) maintenance and CMA Planning, while CMAQ (including ECMAQ) funds are limited to programs and projects that contribute to air quality improvements and congestion relief. OBAG will also include Transportation Enhancement (TE) funds. It is currently estimated that TE will be \$2 million of the Solano County \$16 million OBAG share.

Recommendation:
Informational.



DATE: February 21, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Alternative Fuel and Infrastructure Plan Status Update

Background:

The Solano Transportation Authority Board approved the development of Solano Alternative Fuels and Infrastructure Plan as a strategy for addressing climate change. Alternative fuels can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local agencies include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

Discussion:

The benefit of the Solano Alternative Fuels and Infrastructure Plan is to provide the STA and its member agencies a guide for discretionary clean air funding and to assist in advocating for other funding programs. Another benefit of the Alternative Fuel and Infrastructure Plan is that it will assist in guiding cities and transit fleets in replacing their fleet vehicles. Solano County's transit fleets are anticipating the need to replace the majority of their buses in the next few years.

Attachment A is a draft scope of work for the Alternative Fuels and Infrastructure Plan. The draft scope of work has five specific deliverables:

1. *Report on Alternative Fuel Types*
2. *Defined Alternative Fuel Vision for I-80 Corridor*
3. *Inventory of Alternative Fuel Vehicles and Supportive Infrastructure locations*
4. *Report on relevant CARB alternative fuel and diesel vehicle emission mandates and regulations*
5. *Implementation strategies*

STA is meeting with staff from the Bay Area Air Quality Management District, Yolo Solano Air Quality Management District and the Sacramento Air Quality Management District to discuss the draft scope on February 29th. The meeting purpose is to receive input from each district as it relates to upcoming opportunities and programs that their district is involved in. A summarized scope of work has previously been reviewed by the STA Technical Advisory Committee (TAC) and Transit Consortium. The goal is to finalize the scope of work and kick off the project in March with a completion date anticipated for December 2012.

Recommendation:

Informational.

Attachment:

- A. Alternative Fuels and Infrastructure Plan Draft Scope of Work

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Draft Alternative Fuel and Infrastructure Plan Scope of Work

Objective: Create a plan to guide implementation programs, capital improvements and policies that support alternative fuel vehicles and infrastructure along the I-80 corridor between the City of Sacramento and the Carquinez (Al Zampa) Bridge in Solano County.

Task 1. Define Alternative Fuels Types

- a. Develop a clear definition for what constitutes an alternative fuel
- b. Provide pricing assumptions and forecast related to each fuel type
- c. Fuel type benefits and shortfalls

Task 2. Inventory Fleet Vehicles and Transit and Existing Infrastructure along the I-80 Corridor

- a. Inventory existing alternative fueled transit and fleet vehicles for cities and county agencies along the I-80 corridor. Inventory to include vehicle and fuel type, vehicle purchase cost, average distance traveled, vehicle purpose, vehicle replacement schedule and other relevant data useful for calculating air emission benefits.
- b. Inventory public and private alternative fuel infrastructure support facilities such as refueling stations and maintenance bays along the I-80 corridor. The inventory shall include data related to facility location and type, available fuel, services and special fuel design considerations.

Task 3. Alternative Fuel Goals and Policies: Vision for I-80 Corridor

- a. Develop a consensus with a policy steering committee and staff working group for goals and policy recommendations for the I-80 corridor.

Task 4. Report on relevant California Air Resource Board (CARB) alternative fuel and diesel vehicle emission mandates and regulations (including monitoring requirements)

- a. Work with fleet managers to document existing CARB mandates related to current technologies being implemented in Solano County, Yolo County and Sacramento County.
- b. Report on how potential alternative fuel technologies can be or cannot be affective in meeting CARB mandates.

Task 5. Implementation Strategies: 5 year, 10 year, and 25 year capital improvement plan

- a. Work with fleet managers and policy steering committee to develop a transit vehicle and infrastructure alternative fuel and infrastructure capital improvement plan for the I-80 Corridor.
- b. Report on available local, regional, state, and federal funding and incentive programs.

Task 6. Final Solano Alternative Fuels and Infrastructure Plan

Includes:

- *Report on Alternative Fuel Types*

- *Defined Alternative Fuel Vision for I-80 Corridor*
- *Inventory of Alternative Fuel Vehicles and Supportive Infrastructure locations*
- *Report on relevant CARB alternative fuel and diesel vehicle emission mandates and regulations*
- *Implementation strategies*

Task 7. Alternative Fuels and Infrastructure Conference

- a. Assist in developing and participating in an Alternative Fuels and Infrastructure Event to present the Solano Alternative Fuels and Infrastructure Plan.



DATE: February 16, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Public-Private Partnership Feasibility Study Update

Background:

Defining Public-Private Partnerships (P3)

According to the National Council for Public-Private Partnerships, a P3 is a contractual agreement between a public agency and a private sector entity, through which the skills and assets of each sector are shared in delivering a service or facility. In addition to the sharing of resources, each party shares in the risks and rewards potential.

P3's are often distinguished between governments that use the traditional "Design-Bid-Build" model of public infrastructure investment and those governments that create partnerships to transfer various responsibilities to the private sector, such as project design, construction, finance, maintenance, and operation.

P3's can accomplish the following objectives:

- Make possible major infrastructure investments that might not otherwise receive financing.
- Accelerate projects into construction compared to traditional delivery methods.
- Transfer Prudent Risk to the Private Sector
- Capture Private Sector Innovation
- Promote Life Cycle Efficiencies/Performance
- Create Competitive Tension to Drive Value

An example of a traditional P3 would be the Route 91 Toll Facility in Orange County. This facility was designed and constructed by a private company in partnership with Caltrans. The private company then charged tolls to vehicles for use of the facility as the means to recoup the upfront financial cost to construct the roadway. A more local and ambitious example would be the Presidio Parkway/101 Doyal Drive Project, in which the selected bidder (Golden Link Partners) for the second phase of the project (the northbound Presidio Viaduct and Battery Tunnel, the Main Post Tunnels and the new Girard Road Interchange with a direct connection to the Presidio) will design, build, finance, operate and maintain the project for 30 years.

Solano County P3 Feasibility Study Focus

For Solano County, this study's focus will be on developing and maintaining transit facilities of regional significance along the I-80 corridor through P3s. The intent is to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

Prior Project Management Services to Define P3 Feasibility Study Scope

In May 2010, the STA Board approved the STA's Overall Work Plan (OWP) which included a Feasibility Study for Public Private Partnership (P3). On February 9, 2011, STA entered into an agreement with Gray-Bowen to develop a feasibility study scope of work by 1) gathering information on transit center visions and needs by interviewing transit operators and public works directors; and, 2) developing study objectives to fulfill those needs and involve all relevant stakeholders.

Discussion:

Regional Transit Centers with Unfunded Future Phases

As Solano County's transit operators being work on the first Solano Coordinated Short Range Transportation Plan (SRTP), they will prioritize transit corridor needs and strategies, that will include intercity transit services as well as capital needs. Prior studies have identified many potential Park and Ride Lots as well as envisioned various Transit Centers of Regional Significance along I-80, such as additional phases of the Fairfield Transportation Center, the Vacaville Regional Transportation Center, and the Transit Center at Curtola/Lemon in Vallejo. While Regional Measure 2 funds have advanced the first phases of these centers, developing the first bus bays and parking lots, subsequent phases remain unfunded.

Complementing the Solano Coordinated Short Range Transportation Plan with a P3 Study

As capital needs are identified, the STA proposes to study the potential for P3 agreements to accelerate the delivery of these facilities. In March, STA staff will hold a meeting with project sponsors to discuss their interest in studying a variety of aspects of P3s to advance the delivery of future transit center construction phases as well as review a draft scope of work. The meeting agenda will also include a discussion of transit operator and public works director willingness to revisit the vision of their transit facilities to provide better vehicles for P3 agreements, ranging from shared-use or mixed use facilities, connections to local land uses, parking fees, alternative fuels infrastructure, and the traditional P3 transfers of risk (design, construction, finance, maintenance, and operation).

After the March P3 Scoping meeting, STA will present a revised scope at the March STA TAC and Consortium meetings before advertising for consultant assistance to conduct the study.

Recommendation:

Informational.



DATE: February 21, 2012
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 11, 2012, the STA Board adopted its amended 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing legislative bills of interest is included as Attachment A. Legislative Updates for January are provided as Attachments B (State) and C (Federal).

Discussion:

FEDERAL:

Staff is preparing for the STA Board's Federal lobbying trip to Washington D.C. (March 6-7). The projects STA will focus on are:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center at Curtola and Lemon, Phase 1
- Vacaville Transit Center, Phase 2
- Jepson Parkway
- Fairfield/Vacaville Intermodal Train Station, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure and Relocation of USPS
- Dixon Intermodal Station

The deadline for submitting a Clean Fuels proposal letter to MTC was February 15th. The deadline for submitting a Bus Livability and State of Good Repair proposal letter to MTC is February 22nd. Because these deadlines preceded the February 28th TAC meeting, STA staff sent an e-mail to TAC and Consortium members stating STA's proposed funding priorities (listed below and detailed in Attachment D). Staff's recommendation was based upon STA's adopted federal funding priorities. In an effort to not compete against one another in our county, the STA is seeking to have a uniform strategy in submitting projects for grant opportunities. STA received no recommended changes to the funding priorities from TAC or Consortium members.

- TIGER IV
 - 1. Fairfield/Vacaville Intermodal Station \$12M (already in submittal process)
- Clean Fuels
 - 1. Electric Vehicle Charging Stations Upgrade/Replacement in Eastern Solano County
- Bus Livability
 - 1. Vallejo/SolTrans – Transit Center at Curtola & Lemon
- State of Good Repair
 - 1. FAST for replacement buses
 - 2. Vallejo Ferry Maintenance Facility

STATE:

The new release of proposed state legislative bills occurred in January, and bills of interest to STA are included in the attached STA Legislative Matrix. Staff is currently coordinating a State lobbying trip for STA Board members on April 18, 2012.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - April (Shaw/Yoder/Antwih)
- C. Federal Legislative Update – April (Akin Gump)
- D. STA Federal Funding Matrix

STA State Legislative Matrix as of 2/8/2012

Bill ID/Topic	Location	Summary	Position
<p><u>AB 57</u> <u>Beall D</u></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE 2-YEAR 7/8/2011 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 6/2/2011)</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 5/19/2011</p>	<p>Support 5/11/11</p>
<p><u>AB 345</u> <u>Atkins D</u></p> <p>Vehicles: traffic control device uniform standards: advisory committee.</p>	<p>SENATE INACTIVE FILE 9/1/2011 - Ordered to inactive file at the request of Senator Kehoe.</p>	<p>Existing law requires the Department of Transportation to consult with local agencies before adopting rules and regulations prescribing uniform standards and specifications for official traffic control devices. This bill would additionally require the department to establish, after consulting with groups representing users of streets, roads, and highways, a specified committee to advise the department, and to hold public hearings regarding all of the above. The bill would require the committee to include various representatives, including representatives from organizations representing the interests of non-motorized users of the highway. Last Amended on 6/29/2011</p>	
<p><u>AB 441</u> <u>Monning D</u></p> <p>State planning.</p>	<p>SENATE RLS. 1/26/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 485 Ma D</p> <p>Infrastructure financing.</p>	<p>SENATE INACTIVE FILE 9/7/2011 - Ordered to inactive file at the request of Senator Wolk.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p> <p>Last Amended on 6/29/2011</p>	
<p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee.</p> <p>Last Amended on 6/27/2011</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE THIRD READING 9/9/2011 - From inactive file. Senate Rule 29 suspended. (Ayes 24. Noes 12. Page 2453.) Ordered to third reading. Read third time. Refused passage. (Ayes 18. Noes 19.).</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. Last Amended on 8/18/2011</p>	
<p>AB 819 Wieckowski D</p> <p>Bikeways.</p>	<p>SENATE RLS. 1/26/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification. Last Amended on 1/11/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 845 Ma D</p> <p>Transportation: bond funds.</p>	<p>SENATE INACTIVE FILE 8/22/2011 - Ordered to inactive file at the request of Senator Liu.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables of the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for recipient and would require matching funds provided by the recipient to be from nonstate funds. Bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission. Last Amended 5/10/2011</p>	
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE RLS. 1/26/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last Amended on 1/13/2012</p>	
<p>AB 1126 Calderon, Charles D</p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1191 Huber D</p> <p>Local government finance.</p>	<p>SENATE RLS. 1/26/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012</p>	
<p>AB 1444 Feuer D</p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project. This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1448 Furutani D</p> <p>Home-to-school transportation: appropriation.</p>	<p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation. This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011.</p>	
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 1/19/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013.</p>	
<p>AB 1523 Perea D</p> <p>Preapprenticeship training program: high-speed rail.</p>	<p>ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in preapprenticeship programs that will lead to direct referrals to building trades unions, as specified.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1532 John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. Bill would require the state board to award those moneys to measures and programs that meet specified criteria.</p>	
<p>AB 1535 Halderman R</p> <p>Highway signs: high occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/2/2012 - Referred to Com. on TRANS.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use. This bill would require the department or local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes.</p>	
<p>AB 1549 Gatto D</p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY L. GOV. 2/2/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>The Permit Streamlining Act requires each state and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to developers relating to the permit approval process. Bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. Bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. Bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. Bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013.</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1574 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/2/2012 - From printer. May be heard in committee March 3.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.</p>	
<p>ACA 4 Blumenfield D</p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE 8/29/2011 - Ordered to inactive file at the request of Assembly Member Blumenfield.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection. This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011</p>	
<p>SB 52 Steinberg D</p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. Last Amended on 1/31/2012</p>	
<p>SB 95 Committee on Budget and Fiscal Review</p> <p>Transportation Loans</p>	<p>Chaptered by Secretary of State. Chapter 1, Statutes of 2012.</p>	<p>This bill allows the state short-term access during the fiscal year to address cash flow needs in exchange for the continuous appropriation of local gas tax subventions (regardless of a late budget) which funds local streets and roads. An estimated \$865 million will become available for General Fund borrowing for cash flow purposes during FY 2011-12. If properly crafted to ensure that the loans are repaid within the fiscal year, cities and counties would benefit greatly from being guaranteed to receive local gas tax subvention funds which have been traditionally held hostage due to chronically late state budgets. We highlight this bill because it is an attempt to address perceived problems associated with Proposition 22. Proposition 22 was never intended to constrain the state's ability to borrow funds for cash flow purposes during a fiscal year, so long as those funds were made available for their intended purpose during the fiscal year. In exchange for the additional flexibility that the state would be provided with, the bill proposes to continuously appropriate Highway Users Tax Account (HUTA) funding, which cities and counties receive for local streets and roads projects. There is no impact to public transportation.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 214 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY INACTIVE FILE 9/9/2011 - Ordered to inactive file on request of Assembly Member Ma.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would revise the provisions governing the public facilities that may be financed. The bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. The bill would authorize a district to finance specified actions and projects and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. Last Amended on 6/21/2011</p>	
<p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last Amended on 1/4/2012</p>	
<p>SB 783 Dutton R</p> <p>Special access: liability.</p>	<p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified. This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 878 DeSaulnier D</p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended 6/9/2011</p>	
<p>SB 985 La Malfa R</p> <p>Transportation bonds.</p>	<p>SENATE PRINT 1/31/2012 - From printer. May be acted upon on or after March 1.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	
<p>SCA 7 Yee D</p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. Last Amended on 4/13/2011</p>	

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

January 26, 2012

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- JANUARY

On January 5, Governor Brown released his FY 2012-13 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit has been made by comparing a \$26.6 billion shortfall in FY 2011-12 and \$20 billion structural deficit to a \$9.2 billion gap in FY 2012-13 with future structural shortfalls of \$5 billion from the \$89 billion spending plan. The \$9.2 billion deficit is an 18-month forecast which includes a current year gap (FY 11-12) of \$4.1 billion. Governor states that the \$9.2 billion gap is the result of the following:

- \$1.9 billion from anticipated revenues in FY 11-12 that have not materialized.
- \$2 billion from Court orders and delayed federal approval related to several budget-balancing cuts in the realm of health and human services.
- Less than anticipated revenues from the elimination of redevelopment agencies.
- National and economic developments which have contributed to the state's 11.3 % unemployment rate and reduced revenue collection.

He expects the state's structural deficit to continue to shrink (\$4.7B in FY 13-14, \$2.9B in FY 14-15, and \$1.9B in FY 15-16).

In order to close the gap, the Governor proposes a total of \$10.3 billion in cuts and revenues to balance the budget and to rebuild a \$1.1 billion reserve, including the following:

- Stricter CalWorks eligibility requirements (\$1.4 billion savings)
- Merging Medi-Cal and Medicare delivery (\$842 million savings)
- Eliminating portions of the In-Home Supportive Service program (\$164 million savings)
- Eliminating supplemental funding for schools associated with the repeal of the sales tax on gasoline and other Prop 98 adjustments (\$544 million).
- Reducing Cal Grant program awards (\$302 million)
- Repealing several state mandates on local governments (\$828 million).

The Budget assumes the passage of the Governor's proposed initiative at the November election. This measure temporarily increases the personal income tax on the state's wealthiest taxpayers and temporarily increases the sales tax by one-half percent. The measure guarantees these new revenues to schools and constitutionally protects the 2011 Realignment funds for local public safety. It will generate an estimated \$6.9 billion through 2012-13. After accounting for the increased Proposition 98 minimum guarantee, it will provide \$4.4 billion in net benefit to the General Fund budget. The measure will prevent deeper cuts to schools, protect local public safety funding, and assist in balancing the budget. The revenues will allow the state to invest in higher education and to pay off the \$33 billion in outstanding budgetary borrowing and deferrals by 2015-16.

If the ballot measure is not approved, the Governor proposes to make an additional \$5.4 billion in cuts including \$4.8 billion to schools and communities colleges, \$400 million to universities, and \$125 million to courts, among other things.

Building off of last year's measures to reduce waste and make the state more efficient, the Governor is also proposing a comprehensive package of additional efficiencies. These include reorganizing state government to eliminate and consolidate agencies, departments, and programs; eliminating unnecessary boards, commissions, and advisory groups; changing the budget process to increase efficiency and focus on accomplishing program goals; permanently eliminating surplus positions; and implementing additional efficiencies.

Impact on Transportation

The Governor is creating a new agency which will include the Department of Transportation (Caltrans), the Department of Motor Vehicles, the High-Speed Rail Authority, the Highway Patrol, the California Transportation Commission, and the Board of Pilot Commissioners.

Thanks to the re-enactment of the gas tax swap, transportation is held relatively harmless from additional cuts. The transportation community has become increasingly reliant upon the issuance of bond proceeds (16% of all funding), which it must repay through the use of truck weight fees, which generate \$800 to \$900 million annually, essentially turning General Obligation bonds into revenue bonds with an artificial cap due to the limited revenue collection of the weight fees. In FY 12-13, the Governor proposes a transfer of \$349.5 million in weight fee revenues to pay down bond debt service. It is expected that new bond appropriations will be proposed in the spring of 2012 after the Administration has more information regarding cash needs for projects.

Impact on Transit Funding

The gas tax swap and subsequent reenactment in 2011 made the State Transit Assistance (STA) program solely reliant upon the consumption of the sales tax on diesel (both the 4.75% base rate and new add-on which is scheduled to be 2.17% for FY 12-13), which is volatile. For FY 11-12, first quarter receipts came in at \$76 million (the FY 11-12 budget provided an additional \$23 million one-time payment from the PTA), while \$99.5 million is expected for the second quarter. The prospects of a healthy STA program however look promising as the Governor estimates a program of \$376million for FY 11-12 and \$420 million for FY 12-13.

Problems still exist however as historic state funding that was used to fund transit has been essentially been converted to pay down bond debt service making it difficult to keep up with demand for infrastructure improvements. This makes it difficult regional transportation planning agencies/county transportation commissions/metropolitan planning organizations to address both highway and transit needs and reduce greenhouse gas emissions due to constrained revenues.

The Governor's budget also incorporates \$1 billion in expected revenues from the new Cap and Trade system. The Cap and Trade regulation, as part of the state's efforts to reduce greenhouse gas (GHG) emissions under AB 32, was adopted by the California Air Resources Board late last year. The legislature will have purview over allocating revenues from the system, and the budget reflects the first year of the program. It includes a framework to invest proceeds from Cap and Trade fees, by funding the development of state-of-the-art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure, advanced biofuels, and low-carbon and efficient public transportation.

The intercity rail program is proposed to be funded at \$146 million.

STA Lobby Day

We are working with your Executive Committee to determine an opportune time to visit Sacramento and discuss STA's legislative priorities for 2012. Along with our legislative delegation, we will plan visits with the California Transportation Commission, Caltrans, and key legislative leaders.

State Legislation

Among its many legislative priorities, STA is pursuing legislation this year in order to make needed technical corrections to the statute enacted pursuant to STA's 2009 sponsored bill (AB 1219) which provides eligibility for the STA to directly claim its share of Transportation Development Act (TDA) funds available to cities in the county and the county, rather than going through MTC. Specifically, we need to change STA's share of funding from 2.0% to 2.7% to reflect current practice.

We are pleased to announce that the Assembly Transportation Committee has agreed to include our language into their committee bill when it is introduced.

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M E M O R A N D U M

January 27, 2012

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

During the month of January we monitored developments with surface transportation legislation. We also reviewed Vallejo's application for funding for streetscape improvements under the Transportation and Community and System Preservation Program (TCSP) and assisted in securing a letter of support from Congressman Miller. We monitored grant opportunities and worked with STA staff to plan the annual Board trip to Washington.

I. State of the Union Address

President Obama mentioned infrastructure only generally in his January 24 State of the Union address. He recommended using half of the revenues no longer being spent on the wars to pay for infrastructure improvements. Additionally, the President stated that he will soon issue an executive order "clearing away the red tape that slows down too many construction projects." The President also spoke about increasing production of natural gas. As part of a plan to develop a national energy plan that would expand access to 75 percent of the nation's potential offshore oil and gas sites, the Administration is proposing to provide incentives to convert municipal buses and truck fleets to run on natural gas. The Administration plans to propose a grant program to help communities install the infrastructure needed to expand the use of natural gas vehicles. Trucking companies would be offered tax credits in exchange for purchasing natural gas vehicles. More details regarding the President's proposals are expected to become available when the Budget is released on February 13.

II. Surface Transportation Reauthorization

The House and Senate Transportation Committees are working in earnest to pass long-awaited surface transportation legislation, however, the outlook remains uncertain. House Transportation and Infrastructure Committee Chairman John Mica plans to release the Committee's 4-year surface transportation reauthorization bill titled the *American Energy and Infrastructure Jobs Act* on January 31. The Committee is scheduled to mark up the bill on February 2. The bill will fund transportation programs at current levels over five years (approximately \$260 billion). Following the Transportation and Infrastructure Committee mark up, the House Ways and Means Committee will mark up the revenue section of the bill, which will authorize the gas tax and identify additional revenues to fund the bill. The House Natural Resources Committee will mark up provisions of the bill that will authorize new leases for drilling of oil and gas in currently

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restricted areas and direct the royalties to infrastructure development. The Senate Banking Committee has announced that it is finalizing the transit title of the Senate surface transportation bill and expects to mark up its bill next week. The Senate Finance Committee has announced that it has identified revenue sources to fund the Senate's two year bill and will mark up the finance title of the bill perhaps next week, as well.

A. House Surface Transportation Bill

House Transportation and Infrastructure Committee Chairman John Mica is expected to release the legislative text of the House Transportation bill, titled *The American Energy and Infrastructure Jobs Act*, on January 31. We will review and provide an analysis of the bill when it is available. Summaries of the bill released by the Committee indicate that the bill will consolidate existing transportation programs to eliminate approximately 70 programs, expedite project delivery, provide states more control over how they spend their funding and encourage public private partnerships.

Under the bill, 90 percent of federal highway funding will be distributed to the states based on formula rather than giving the funding to the Department of Transportation to distribute under discretionary programs. Spending will be focused on the National Highway System, which will receive about half of the funding. The bill will eliminate the set aside for enhancements under the Surface Transportation Program and Congestion Mitigation and Air Quality programs, but will allow states to continue to fund these activities if they so choose, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. The bill will include new performance measures and transparency requirements for state programs.

The bill will distribute all transit funds by formula except for the new starts (light rail and bus rapid transit) program, which will continue to be a discretionary program. The bill will change the formula for transit funding to increase funding for suburban and rural areas. The bill will also encourage partnering with the private sector. According to the summary, the bill will provide incentives for vanpools and intercity bus services to participate in federally-supported transit services and require transit agencies to give private operators "reasonable access" to federally-funded transit facilities. The summary also states that the bill will encourage public-private partnerships in the construction of new rail transit systems.

The summary states that the bill will reform rail programs and reduce Amtrak's operating subsidies by 25 percent annually. The bill also will encourage private investment in high speed rail and limit funding to rail projects that are "truly high-speed in their design." The bill also will eliminate the congestion grants in the Intercity Passenger Rail program, currently authorized at \$100 million annually.

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One of the goals of the bill is to streamline project delivery by reforming the permitting process with the hope of cutting approval time for projects. Environmental reforms listed in the summary include: condensing the final environmental impact statement and combining it with the record of decision; providing a single system to review decisions and reduce bureaucratic delay by requiring concurrent reviews and establishing deadlines for regulatory approvals; and classifying projects in the right-of-way as categorical exclusions under NEPA. Additionally, the bill proposes to clarify eligibility for pre-construction activities by: allowing for acquisition of land during NEPA where the transaction itself does not cause a change in the area's land use or cause adverse environmental impacts; encouraging corridor preservation to reduce project costs, delays and impacts on communities; and allowing detailed design prior to NEPA completion at state expense, making the work eligible for federal reimbursement only if the project is subsequently approved. The bill attempts to promote integrated planning and programmatic approaches by: building on the efforts in section 6001 of SAFETEA-LU and allowing environmental decision made in the planning process to be carried forward into the NEPA process; and clarifying authority for programmatic approaches (rather than project-by-project reviews).

The bill is also intended to increase the availability of private sector funding for infrastructure projects. The bill will increase funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to \$1 billion annually. States also would be given authority to approve tolling on new capacity on the Interstate Highway System. The bill also provides additional funding for state infrastructure banks and reforms the Rail Rehabilitation and Improvement Financing Program to create more certainty for loan applicants.

B. Senate Bills

In the Senate jurisdiction over the surface transportation bill is divided among the Environment and Public Works Committee (highway), Banking Committee (transit) and Commerce Committee (rail, port and safety programs). The Senate Environment and Public Works Committee approved *Moving Ahead for Progress in the 21st Century Act, MAP-21* (S. 1831) on November 9, 2011. MAP-21 would authorize about \$109 billion in transportation spending for two years. The Senate Commerce Committee also approved a series of bills that will be incorporated into the overall Senate transportation bill on December 14, including goods movement infrastructure programs. The Senate Banking Committee is expected to release the transit title of the bill soon and mark up the bill next week.

On January 24, Sen. James Inhofe (R-OK), Ranking Member of the Senate Environment and Public Works Committee, announced that the Senate Finance Committee had identified \$17 billion in offsets to support the transportation program. This total exceeds the original goal of identifying \$12 billion in offsets. Sen. Inhofe termed the offsets as "unofficial," but the Senate

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Finance Committee has confirmed that it has identified funding for the bill and indicated that it will schedule a mark up in the next two weeks.

C. Near-Term Outcome

Both the House and Senate Leadership have stated that they want to advance a surface transportation reauthorization bill before the present reauthorization expires on March 31, 2012. Completing action by that date may prove challenging. The House rules will allow the leadership to move decisively in bringing a measure to the floor once the Committees complete their markups. The Senate has a greater challenge in reconciling some conflicting provisions in the Senate Environment and Public Works Committee's version of the bill and provisions in the Senate Commerce Committee bills. Also, the Commerce Committee has not acted on the rail provisions under its jurisdiction. In order to end a filibuster, the bill that is brought to the floor will need 60 votes to be enacted. Once the House and Senate pass their bills, the bills must be reconciled in conference and again attract the 60 votes necessary for Senate passage.

In a conference, a major issue to resolve will be remain how to obtain the needed revenue to fund the bill. The conferees first would have to reconcile the length of the bill – the Senate proposes 2 years and the House proposes 4 years. They then must determine how to fund the bill at current year levels, to which both the House and Senate have generally agreed. Many members of the Senate are likely to oppose the House provision to allow oil and gas drilling royalties to fund transportation spending. It is also unclear whether the offsets identified by the Senate Finance Committee will be acceptable to Republicans. Additional issues, like funding for AMTRAK, continuation of discretionary programs, including projects of national significance and funding formulas for the highway and transit program must also be resolved.

While the Leadership of both houses may be committed to passage, it appears that a bill is unlikely to be enacted by the March deadline and an extension of the current authorization may be necessary. If Congress fails to meet the deadline, a series of extensions may be adopted to keep momentum behind the bill.

III. Discretionary Grants

We understand that DOT will issue its notice of funding availability for the fourth round of TIGER funding in the next two weeks. The pre-application deadline will be as early as the end of February, and the final application will be due as early as the end of March. The FY 2012 program is funded at \$500 million. We understand that projects must be able to obligate funding by September 30, 2013. We also expect the Environmental Protection Agency to issue its notice of funding availability for the Diesel Emission Reduction Act grants in the near future. We will advise you once the notice has been released.

2/23/2012 1:59 PM

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER IV Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$500 million	Deadline for Pre-Applications- 02/20/12 Deadline for Final Applications- 03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
Clean Fuels*	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	\$51.5 million	<i>(Due to MTC 2/15/2012)</i> 4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.	<i>Electric Vehicle Charging Stations Upgrade/Replacement in Eastern Solano County</i>	Robert Guerrero
Bus Livability*	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$125 million	<i>(Due to MTC 2/22/2012)</i> 3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus- related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.	<i>Vallejo/ SolTrans – Transit Center at Curtola & Lemon</i>	David Klein-schmidt/TBD

*New Funding Opportunity

Jayne Bauer, STA Marketing Legislative Program Manager, can be contacted for more information at (707) 424-6075 or jbauer@sta-snci.com

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
State of Good Repair*	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$650 million	(Due to MTC 2/22/2012) 3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	1. \$1.86M FAST for replacement buses 2. Vallejo Ferry Maintenance Facility	Mona Babauta David Kleinschmidt
Veterans Transportation and Community Living Initiative (VTCLI)*	VeteransTransportation@dot.gov or	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
TCSP	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	\$3M Vallejo Downtown Streetscape Project.	David Kleinschmidt

*New Funding Opportunity

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Economic Adjustment Assistance Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit	\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

*New Funding Opportunity

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
Ferry Boat Discretionary (FBD) Program	Tony DeSimone FHWA Office of Program Administration 317-226-5307 Anthony.DeSimone@dot.gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit	\$22 million	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		

*New Funding Opportunity

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov , 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1): Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		

*New Funding Opportunity

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Sustainable Communities -- Community Challenge Planning Grant	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
TIGGER	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
Alternative Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	7/29/2011	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		

*New Funding Opportunity

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
National Clean Diesel Funding Assistance Program (DERA)	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$32 million	1/13/2011	<p>Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.</p> <p>Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.</p>		

*New Funding Opportunity

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DATE: February 17, 2012
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration 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.

STA's administration duty is in accordance with the California Vehicle Code (VC) Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. Since April 1991, the STA has acted as the Solano County Service Authority for the AVA Program. The California VC Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In August 2012, STA adopted a resolution for the continuation of the program through April 2022, and subsequently each member agencies issued resolution for the continuation of the program for another ten (10) years and approving the STA as the Service Authority.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, City of Suisun City, County of Solano, and the City of Rio Vista which has opted to participate in this program as of December 2011.

Discussion:

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2010-11 in the amount of \$123,020 due to reduced activities and expenditure reimbursement requests from member agencies. These funds are available for local agencies to claim, in addition to the FY 2011-12 funding allocations, based on the DMV funding formula.

For the First Quarter, STA received the allocation from the State Controller's Office in the amount of \$107,482 and has deducted \$3,224 for administrative costs. The STA disbursed cost reimbursement to member agencies for the First Quarter in the total amount of \$81,710. The remaining AVA fund balance after the first quarter disbursement to the member agencies is \$145,568. This amount includes the carryover funds from FY 2010-11 and will be disbursed in the second quarter utilizing the funding formula.

Attached is a matrix summarizing the First Quarter FY 2011-12 AVA Program activities and is compared to the total FY 2010-11 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program (Attachment A).

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2011-12 and FY 2010-11

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2011-12 and FY 2010-11**

Member Agency	First Quarter FY 2011-12				FY 2010-11		
	# 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	6	\$1,899	\$317	18%	33	\$7,673	\$233
City of Dixon	36	\$1,812	\$50	40%	90	\$3,782	\$42
City of Fairfield	111	\$13,755	\$124	28%	391	\$39,417	\$101
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	44	\$13,744	\$312	30%	147	\$51,040	\$347
City of Vacaville	33	\$15,599	\$473	26%	129	\$55,358	\$429
City of Vallejo	607	\$33,453	\$55	34%	1,766	\$133,811	\$76
Solano County Unincorporated area	11	\$1,448	\$132	7%	154	\$12,627	\$82
Total	848	\$81,710	\$96	31%	2,710	\$303,708	\$112

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DATE: February 21, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Transit Operating and Capital Needs

Background:

The Solano Transportation Authority (STA) is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

The STA has secured transit funding for multiple priority projects over the years from earmarks for Transit Stations and intercity bus replacement to Regional Measures 2 funding for service expansion for the Baylink Ferry service and SolanoExpress Intercity bus service. In the last few years, the STA allocated almost \$1.5 million in Proposition 1B – Population Share funds for bus replacement for Fairfield and Suisun Transit (FAST), Vacaville City Coach and Vallejo Transit.

Approximately \$8 million dollars will be required for the local match for the intercity bus replacement by 2017. The STA Board approved the remaining amount of the Proposition 1B- Population Share to be allocated to the Intercity Bus Replacement to cover the 20% local match. In addition, State Transit Assistance Funds (STAF) has been set aside, \$500,000 for the last two years, for the intercity bus replacement.

The STA has also been providing financial and staff support to Solano County Transit (SolTrans) during the initial year of SolTrans formation, as it transitions functions from the Cities of Benicia and Vallejo. STA and SolTrans staff participated in a meeting in December 2011 with Metropolitan Transportation Commission (MTC) to discuss SolTrans transition cost and near-term budget challenges. MTC staff has agreed to a request from STA and SolTrans to provide partial assistance to SolTrans for a one time transition and start-up expenses. In January 2012, the STA Board approved the Executive Director to facilitate with MTC and SolTrans these one time transitional cost and budget expenses for SolTrans.

Discussion:

In January, STA staff held a meeting with the transit operators to discuss their operating and capital needs and priorities. STA staff compiled the information provided by the transit operators and summarized and prioritized their operating and capital needs (Attachment A). The top priority by city for the transit operators are as follows:

Dixon	Radios and Tower to meet FCC Narrowbanding Mandate effective Jan. 2013
Fairfield	Six (6) Local Bus Replacement from Diesel to Hybrid
Rio Vista	Continue Intercity Service
SolTrans	SolTrans Transitional Cost – Operating Assistance
Vacaville	One (1) Low Floor Paratransit Bus

Attachment B shows all the transit operators capital and operating needs with current potential funding sources. The operators needs exceed the current funding available for Lifeline so staff included Caltrans administered federal funding of Job Access Reverse Commute (JARC) and New Freedom. Applications for JARC and New Freedom are due to Caltrans on March 23, 2012.

Countywide transit funding priorities were also discussed at the meeting. They included:

- Intercity Taxi Program Phase 2
- Mobility Management
- SolanoExpress Intercity Service
- SolTrans Transitional Cost

The transit operators expressed interest in having regular meetings to discuss Regional Transportation Sustainability. The topics of interest are the following:

- Potential Alternative Fuel Path
- SolanoExpress Marketing
- Rideshare Marketing
- Clipper Implementation
- Regional Facilities (Park and Ride lots, Transit Stations, and Transfer Centers)

Currently, the STA is in the process of conducting an Alternative Fuel Study and a Private Public Partnership Study (P3), and a Coordinated Short Range Transit Plan (SRTP) for all Solano Transit Operators. The STA staff lead will present status update at the Consortium meeting.

This information is to be used as a guide for prioritizing future funding opportunities as these become available. Feedback on the attachments, if any, is required by March 2nd as this information is planned to be presented to the STA Board in March 2012.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. Capital and Operating Needs Prioritize by Transit Operators
- B. Transit Capital and Operating Needs to Current Potential Funding Sources

Capital and Operating Needs Prioritize by Transit Operators

Agency	Priority	Cap/Op	Project Description	Estimated Amount Request
Dixon	1	Capital	Communication- Radio and Tower	\$50,000 - \$70,000
Dixon	2	Capital	Bus replacement 2013-14	\$80,000
Dixon	3	Operating	Operating Needs 2014	\$100,000
FAST	1	Capital	Replace six local buses	\$2,500,000
FAST	2	Capital	Replace two Paratransit	\$180,000
FAST	3	Operating	Supplemental Weekend Service- Partnership with VV/FF/SolTrans/Faith in Action	\$80,000 - \$130,000
FAST	4	Operating	Marketing Outreach/Spanish Brochures/Travel Training Partnership with FF/VV	\$110,000
Rio Vista	1	Operating	Continue Intercity Service	\$225,000
Rio Vista	1	Operating	Rio Vista Marketing	\$20,000
Rio Vista	1	Operating	Senior Shopper Shuttle Service	\$13,000
SolTrans	1	Operating	Transition Cost	\$2,400,000
SolTrans	2	Operating	Continue Funding on Lifeline Route	\$325,000 per year
SolTrans	3	Operating	Continue Funding on JARC Route	\$250,000 per year
SolTrans	4	Operating	Prevent service cuts on Sunday and other possible reduction	\$500,000 per yer

Agency	Priority	Cap/Op	Project Description	Estimated Amount Request
SolTrans	5	Operating	Marketing	\$55,000 per year
SolTrans	6	Capital	Local Match to Replace eight local buses	
SolTrans	7	Capital	Local match for Paratransit	
SolTrans	8	Capital	Vehicle IT Master Plan	\$100,000
SolTrans	9	Capital	Bus Maintenance Facility Expansion	\$1,000,000
SolTrans	10	Capital	Countywide - Curtola/Lemon Parking Structure	
SolTrans	11	Capital	Countywide - Vallejo Station	
SolTrans	12	Capital	Misc support equipment	
SolTrans	13	Capital	Office computers	

Vacaville	1	Capital	Low Floor Paratransit	\$125,000
Vacaville	2	Operating	Supplemental Weekend Service- Partnership with VV/FF/SolTrans/Faith in Action	\$80,000 - \$130,000
Vacaville	3	Operating	Dial a Ride Service on Sat & Sun	\$150,000
Vacaville	4	Operating	Marketing Outreach/Spanish Brochures/Travel Training Partnership with FF/VV	\$110,000
Vacaville	5	Capital	Accessible ADA paths to Transit	\$50,000

**LIFELINE - STAF
FY 2012 & FY 2013 FUNDS**

Agency	Project Name	Project Description	Est. Project Cost - 1yr.	Grant Cycle Cost - 2yrs.	Capital - 80%	Operating - 80%	Local Match
FF, VV	Transit Marketing & Outreach	Spanish Brochures, Outreach Marketing, and Travel Training	\$110,000	\$220,000		\$176,000	\$44,000
SolTrans	Transit Marketing & Outreach	Spanish Schedules and Marketing (consider joining with FF and VV)	\$55,000	\$110,000		\$88,000	\$22,000
Rio Vista	Transit Marketing & Outreach	Rio Vista Delta Breeze Marketing	\$15,000			\$12,000	\$3,000
FF, VV, Faith in Action	Supplemental Weekend Dial-a-Ride	Low-income zonal dial-a-ride via agreements with Faith In Action and local Taxi companies- 2 year pilot.	\$80,000	\$160,000		\$128,000	\$32,000
FF	Maintain Lifeline Fixed Route Service	Maintain or expand existing levels of service on routes that serve communities of concern in Fairfield. Expansion will only occur as identified in related Community Based Transportation Plans (CBTP) and only as lifeline funding is available. --ACTUAL ANNUAL PROJECT COST: APPROX. \$800,000	\$800,000	\$1,600,000		\$1,280,000	\$320,000
Rio Vista	Senior Shopper Shuttle	Senior Shopper Shuttle	\$13,000	\$0		\$10,400	\$2,600
Rio Vista	Continue Intercity Service	Morning and Evening Service between Rio Vista and the Westfield Solano Mall or the Fairfield Transportation Center (3 trips Route 50 only)	\$65,500	\$0		\$52,400	\$13,100
SolTrans	Restore Sunday and Service Span	Restore Sunday and Service Span Cuts	\$500,000	\$1,000,000		\$800,000	\$200,000
FF	Continue Lifeline Fixed Route Service	Continue sustaining service on routes that serve communities of concern in Dixon. Route 30 Saturday Service	\$60,000	\$120,000		\$96,000	\$24,000
SolTrans	Continue Lifeline Fixed Route Service	Continue sustaining service on routes that serve communities of concern in Vallejo. Route 85	\$125,000	\$250,000		\$200,000	\$50,000
SolTrans	Continue Lifeline Fixed Route Service	Continue sustaining service on routes that serve communities of concern in Vallejo. Route 1	\$250,000	\$500,000		\$400,000	\$100,000
TOTAL			\$2,073,500	\$3,960,000		\$3,242,800	\$810,700
STAF Available Funding						\$1,227,270	
Remaining Balance						-\$2,015,530	

**LIFELINE - PROP 1B
FY 2011-13 FUNDS**

Agency	Project Name	Project Description	Est. Project Cost - 1yr.	Grant Cycle Cost - 2yrs.	Capital - 80%	Operating - 80%	Local Match
FF	Bus Procurement	Replace buses that have exceeded 12-year useful life with 40-foot diesel electric hybrids.	\$4,350,000		\$1,547,328		\$2,802,672
Dixon	Narrowband Radios	Purchase Narrowband radio to meet FTC Narrowband Requirement	\$70,000		\$34,777		\$35,223
SolTrans Transitional Cost		Intercity Bus Replacement			\$1,000,000		
TOTAL			\$4,420,000	\$0	\$2,582,105		
Prop1B Available Funding					\$1,547,328		
Remaining Balance					-\$1,034,777		

Lifeline - STP (FY 2013 FUNDS)

Agency	Project Name	Project Description	Est. Project Cost - 1yr.	Grant Cycle Cost - 2yrs.	Capital - 80%	Operating - 80%	Local Match
VV	Build Accessible Paths to Transit	Construct accessible paths to transit (curb-ramps ect in proximity of existing fixed route bus stop).	\$50,000		\$40,000		\$10,000
VV/FAST	Purchase (1) Paratransit Bus	Purchase (1) Paratransit low-floor bus - Joint procurement with FAST	\$125,000		\$100,000		\$25,000
FF	Purchase (3) ADA-accessible Operations Support Vehicles	Purchase ADA-Accessible Vehicles to provide back-up/lifeline service for disabled patrons who cannot be accommodated on a fixed route bus (i.e. pax left behind due to lacking wheelchair position; missed bus & next bus arrival exceeds Lifeline frequency standard). Road Supervisors will use these.	\$150,000		\$120,000		\$30,000
FF	Bus Procurement	Replace buses that have exceeded 12-year useful life with 40-foot diesel electric hybrids.	\$4,350,000		\$521,368		\$3,828,632
FF	Purchase (1) Paratransit Bus	Purchase (1) Paratransit low-floor bus - joint procurement with VV.	\$125,000		\$100,000		\$25,000
TOTAL			\$4,800,000		\$881,368		\$3,918,632
STIP Available Funding					\$521,368		
Remaining Balance					-\$360,000		

NEW FREEDOM FY 2013-15
\$200K/max per year - \$600,000 max per three year cycle

Agency	Project Name	Project Description	Est. Project Cost - 1yr.	Grant Cycle Cost - 3yrs.	Capital - 100%	Operating - 100%
Transit Partners	ITX Phase I and II Operating	Operating	\$200,000	\$600,000		\$600,000
SolTrans	Benicia ADA	Service to SCC and other ADA plus	\$150,000	\$450,000		\$450,000
Rio Vista	Continue Intercity Service	Morning and Evening Service between Rio Vista and the Westfield Solano Mall or the Fairfield Transportation Center (3 trips Route 50 only)	\$125,000	\$375,000		\$375,000
STA	Mobility Management Program	Countywide Program	\$200,000	\$600,000	\$600,000	
			TOTAL	\$2,025,000	\$600,000	\$1,425,000

JARC FY 2013-15
\$400K/max per year - \$1,200,000 max per three year cycle

Agency	Project Name	Project Description	Est. Project Cost - 1yr.	Grant Cycle Cost - 3yrs.	Capital - 100%	Operating - 100%
VV	Expand Operating Hours/Increase Frequency of Service	Demand Service 5-7pm Monday-Friday, 4-6pm Saturday.	\$150,000	\$450,000		\$450,000
FF, VV	Supplemental Weekend Dial-a-Ride	Low-income zonal dial-a-ride via agreements with Faith In Action and local Taxi companies-- 3 year Pilot Project	80,000	\$240,000		\$240,000
FF	Maintain Lifeline Fixed Route Service	Maintain or expand existing levels of service on routes that serve communities of concern in Fairfield. Expansion will only occur as identified in related Community Based Transportation Plans (CBTP) and only as lifeline funding is available. ACTUAL ANNUAL PROJECT COST: APPROX. \$800,000	\$800,000	\$2,400,000		\$2,400,000
Rio Vista	Senior Shopper Shuttle	Senior Shopper Shuttle	\$13,000	\$39,000		\$39,000
SolTrans	Maintain JARC Fixed Route Service SCC Route	Maintain currently funded JARC project serving SCC. Initial funded out of the Lifeline JARC and JARC	\$400,000	\$1,200,000		\$1,200,000
STA	Mobility Management Program	Fund Staff and projects in the Mobility Management Plan	\$200,000	\$600,000	\$600,000	
			TOTAL	\$4,929,000	\$600,000	\$4,329,000



DATE: February 21, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Lifeline Proposition 1B

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selects the Solano Lifeline projects for funding and submits these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$3.3 million of Lifeline Funds provided by the MTC for Solano County over the next one to three years depending on the funding source.

Discussion:

STA staff released a call for projects for the Lifeline Program in January 2012. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. The estimated amount of available Lifeline funding is reflected as follows:

\$1,227,270:	State Transit Assistance Funds (STAF) over two years
\$1,547,328:	Proposition 1B funds over three years
\$ 521,368:	Surface Transportation Program (STP) over one year beginning in 2012
\$3,295,966	TOTAL

The Lifeline Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Requests for Proposition 1B Lifeline funds were due to STA by February 15, 2012 and applications for State Transit Assistance Funds (STAF) and Surface Transportation Program (STP) funds are due to STA by April 4, 2012. The amount of available funds for Prop 1B Lifeline is \$1,547,328 over 3 years.

STA staff received three submittals for the Proposition 1B that was due February 15 for the following projects:

1. FAST is requesting \$1,547,328 to replace six (6) local buses from diesel to hybrids (Attachment A).
2. Dixon is requesting \$34,777 for the purchase of a narrowbanding radio system for Dixon Redit-Ride transit service (Attachment B).
3. SolTrans is requesting a \$1,000,000 from Proposition 1B to be swapped with Solano's State Transit Assistance Funds (STAF) and then redirecting the funds to SolTrans operating (Attachment C). The Proposition 1B funds would then be used for intercity bus replacement. This proposal is part of MTC implementation plan to fund the transitional cost for SolTrans with total targeted amount of \$2.4 million.

STA Lifeline Funding Timeline is in Attachment D. This staff report is informational and STA staff is seeking feedback on the submittals followed by STA Board approval in April 2012. STA staff recommendation for the Proposition 1B funds will be brought to Consortium and TAC in March as an action item. STAF and STP applications are due to STA on Wednesday, April 4, 2012.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. FAST Proposition 1B request to replace buses
- B. Dixon Proposition 1B request for purchase of radio system
- C. SolTrans Proposition 1B request to swap funds with STAF
- D. STA Lifeline Funding Timeline

MAYOR JACK BATCHELOR, JR.
 VICE MAYOR DANE BESNEATTE
 COUNCILMEMBER MICHAEL C. CEREMELLO



COUNCILMEMBER THOM BOGUE
 COUNCILMEMBER RICK C. FULLER
 CITY TREASURER JAMES SLAUGHTER

February 15, 2012

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

ATTN: ELIZABETH NIEDZIELA; TRANSIT PROGRAM MANAGER/ANALYST

RE: LIFELINE GRANT APPLICATION; PROP 1B FUNDS; RADIO PURCHASE

Dear Ms. Niedziela,

The City of Dixon requests Lifeline funding for FY 2012-13 for the purchase of a narrowbanding radio system for the Dixon Read-Ride transit service. The project is necessary to meet the FCC narrowbanding requirements and to upgrade the antenna that does not currently provide coverage of the entire Dixon Read-Ride service area. The City's Short Range Transit Plan identifies the project as a communication system need on pages 9-15/16 (see attached) and consists of replacing the base, hand held units, bus radios, and antenna.

Upgrading to a narrowbanding system is required by December 31, 2012. City staff will purchase the equipment by July 31, 2012, to allow for delivery and installation of the antenna prior to the narrowbanding deadline. The project will be complete by December 31, 2012. City staff will verify the effectiveness of the project by utilizing a narrowband frequency and the new antenna providing coverage to reach busses at all locations within the City Limits.

The project budget is as follows:

TDA funds	\$14,000
Prior cycle Prop 1B funds	21,223
<u>Current funding request</u>	<u>34,777</u>
Total Project Cost	\$70,000

The City of Dixon is current with its Prop 1B reporting to Caltrans.

Please contact me at 707-678-7031 x 304 or jkoster@ci.dixon.ca.us if you need any additional information.

Sincerely,


 Janet Koster
 Senior Management Analyst

City of Dixon

600 East A Street • Dixon, California • 95620-3697
 (707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489

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Vehicle Replacement

Over the plan's ten-year span, all Readi-Ride vehicles will need to be replaced. The capital plan shows that eleven vehicles will be purchased by FY 2017/18. If Dixon decides to transition to a deviated fixed-route service, Readi-Ride may want to consider purchasing medium duty coaches in the future. These vehicles resemble the current cutaway fleet but on a larger scale. Medium duty coaches have an estimated seven-year lifespan and carry between 25 and 30 passengers depending on the vehicle layout. Due to limited funding, standard cutaways are budgeted as replacement vehicles. All vehicle prices presented in the capital plan are based on MTC vehicle cost projections.

The figure below presents Readi-Ride's current fleet and the scheduled replacement year for each vehicle. Funding constraints may not allow all vehicle replacements to occur in their scheduled replacement year. As a result, Readi-Ride will be operating vehicles that have exceeded their recommended life cycle and may result in increased maintenance costs.

Figure 9-9 Fleet Replacement Schedule

Make	Model	ID	Purchase Year	Replacement Year
Ford	El Dorado Aerotech	300	2006	2013
Ford	Starcraft	301	2007	2014
Ford	El Dorado Aerotech	305	1999	2006
Ford	Phoenix	306	2001	2008
Ford	El Dorado Aerotech	307	2002	2009
Ford	El Dorado Aerotech	308	2002	2009
Ford	El Dorado Aerotech	309	2003	2010

Fareboxes

Readi-Ride drivers currently place all cash fares into an envelope kept near the side of the driver. Passengers hand drivers their fare and the driver places the money into the envelope and also makes change if necessary. Although accounting issues and theft are not an issue at Readi-Ride, using an envelope to carry passenger fares could provide an easy target as well as a possible concern for triennial audit reports. It is recommended that Readi-Ride transition to locked fareboxes in the near future. Fareboxes will securely hold passenger fares and prevent fare theft.

Farebox installation is recommended for all current vehicles. Fareboxes are included in the price for replacement vehicles.

Communications Systems

During staff interviews, many staff members expressed the need for a new central radio unit. Readi-Ride has been using the current dispatch radio since 1983 and before then, the radio was used by Fairfield/Suisun Transit. Drivers expressed on-going difficulty with the radio including not being able to contact dispatch and not being able to hear communications clearly.

In addition to the central radio, staff, stakeholders, and passenger surveys noted the need for a better telephone system. Readi-Ride uses one telephone line to receive calls. With only one line, passengers requesting service encounter busy signals and may have to call back multiple times. Readi-Ride should transition to a more advanced telephone system which will automatically

answer calls and place callers into a queue. These systems also have the advantage of recording call wait times and other statistics Readi-Ride can use to evaluate and monitor the service.

It is recommended that Readi-Ride replace the over 25 year old unit and update the telephone service as soon as funding becomes available.

Bus Stops and Shelters

If the City decides to move towards a fixed-route or deviated fixed-route service, bus stops will need to be established. At the bare minimum, bus stop signs will need to be created and installed and poles will need to be placed to attach the signs if light poles or other poles are not available. The City will also want to consider installing shelters at highly utilized stops like the Wal-Mart Supercenter, Safeway, and Hometown Market. The capital budget estimates the purchase of six bus shelters at a unit price of \$5,000 each for a standard three sided bus shelter. All other stops will have no passenger amenities and will be marked by a bus stop sign. Bus stops will need to be placed before fixed-route or deviated fixed-route service is implemented.

Capital Funding Strategy

Readi-Ride uses FTA Section 5311 grants to fund capital projects, covering 80% of capital costs. The remaining 20% must come from a local source. Typically Readi-Ride uses TDA funding to provide the local match but with current financial projections, TDA will not be available for capital match. Without a local match, Readi-Ride will not be able to leverage federal funds. The City of Dixon should work with the Solano Transportation Authority to identify other funding sources.

Capital and Operating Reserves

Once financially feasible to do so, Readi-Ride should implement an operating and capital reserve fund. Approximately 5% of Readi-Ride’s annual funding is recommended for this set-aside or reserve fund in order to back fill operations should there be unanticipated increases in operations (such as a surge in gasoline prices, labor unrest, “acts of god”, etc) or fund capital programs such as vehicle and equipment replacement and upgrades.

Establishing a reserve fund is sound fiscal policy and will allow Readi-Ride to sustain operations and to provide a local match to fund capital programs even in the face increasing operating costs and declining revenues.

Summary and Conclusions

This chapter presents the costs and funding projections for three service alternatives. While they are all financially sustainable in the next ten years, Alternative 2 offers the lowest service level over the planning horizon and is not recommended. Alternative 3 requires a change in service delivery and has capital requirements such as bus stop signs and shelters and larger vehicles are desirable. Ridership in the first year of the plan under a fixed-route and deviated fixed-route service would not be expected to reach full potential as it would take at least 12-18 months for riders to accept this transition. However, in the longer run, a deviated fixed-route service will be more convenient, more productive and carry more riders than the current dial-a-ride operation.

For these reasons, the consultant team recommends continuing a dial-a-ride operation for the next 3+ years. City staff should monitor ridership trends closely because of the fare increase and service reductions. Once ridership has leveled off and capital funding becomes available, it is recommended that staff begin planning a transition to a deviated fixed-route service.

To submit a project for Lifeline Prop 1B, please answer the following questions and return to Liz Niedziela by email (eniedziela@sta-snci.com) by February 15, 2012 Wednesday. Please date and sign the application.

Lifeline Requirements

1. Please demonstrate how the project is eligible for Prop 1B funding source?

The City of Fairfield is requesting Proposition 1B funds for the replacement of two 1994 and four 1996 fixed route vehicles with forty-foot, diesel hybrid electric, low-floor buses. Per the Proposition 1B guidelines, this project is eligible as follows: The purchase of six hybrid electric buses is a capital project that will be completed within two years. Additionally, the buses that the City plans to purchase are estimated at \$700,000 each, and their useful lives would be at least twelve years.

2. Is the project identified in a completed community-based transportation plan (CBTP) and/or other substantive local planning effort involving focused outreach to low-income populations? Indicate the name and page numbers of the completed plan(s) where the project is identified.

The project is supported by the Cordelia/Fairfield/Suisun City Community Based Transportation Plan (CBTP).

Page 2: Two relevant comments, which support the bus replacement, from participants in the CBTP are noted on this page: "Low-income residents need help understanding and feeling comfortable using transit." New buses will improve comfort and a sense of security as video camera systems will be installed on each one. Also, citizens commented that "Infrequent transit service leads to long wait times and expired transfers." With the purchase of hybrid buses, the City will be able to reduce fuel expenses that could then be invested back in the system for potential service improvements.

Pages 3, 20, and Pages 25-26: Many concerns regarding lack of sufficient service levels, safety on buses, and affordability of fares were identified by stakeholders via meetings and interviews as documented on these pages. More specifically, the following comments were made: "Some riders feel unsafe among other passengers or at transit stops." Additionally, "Transit is too expensive, especially for those with children who need multiple bus passes and those who must transfer to different systems." By purchasing diesel hybrid buses and reducing fuel consumption, budget savings could possibly help FAST implement a youth fare/lower fares for students under the age of 18, improve safety features in the system, and improve quality and levels of transit service.

Again, by replacing high-maintenance vehicles that consume at least 30% more fuel than a hybrid electric bus, the City could achieve operational savings that could then be used to address the aforementioned transportation gaps. Additionally, the replacement of old, inefficient buses that emit large amounts of particulate matter and which operate in the CBTP area of southern Fairfield and the City of Suisun, would mitigate environmental concerns, identified in MTC's 2035 Equity Analysis (pages 2 and 37-40) and Snapshot (Pages 10, 14, and Maps 12 and 13) Reports, related to high levels of emissions in areas around freeways such as this CBTP area.

3. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need. Identify performance measures to track the effectiveness of the project in meeting the identified goals. For capital-related projects, milestones and reports on the status of project delivery should be identified.

Throughout the Cordelia/Fairfield/Suisun City CBTP, members of the targeted community of concern identified transportation gaps related to personal safety on buses, unaffordable bus fares especially for families with multiple children, and lack of frequent transit service. By replacing old, costly vehicles that have far exceeded its 12-year useful lives, as defined by the Federal Transit Administration (FTA), and that emit relatively high levels of particulate matter, the City could possibly close transportation gaps and improve the quality of life for its low-income and minority citizens living within communities of concern. Furthermore, diesel hybrid electric buses have demonstrated a reduction in fuel consumption of at least 30% (compared to a similar-sized diesel bus) and lower maintenance costs, and the savings achieved, as a result, could be reinvested in the City's transit system to make service and security improvements.

Proposed Milestones and Timeline for Project Delivery:

Milestone	Start Date	Completion Date
Receive assignment of bus options (piggyback contract)	March 2012	April 2012
Finalize Procurement Contract	April 2012	June 2012
Start Bus Construction	May 2013	June 2013
Delivery of Buses	June 2013	July 2013
Contract Compliance Testing/Inspections	July 2013	August 2013
Project Close-out	August 2013	October 2013

MTC Requirements

1. Provide timeline, budget, and identify the local match.

The project timeline may be found in the previous section. The project budget is as follows:

Estimated Cost per 40-foot, Low-floor, Diesel Hybrid Electric Bus	\$700,000
Number of Buses to be Replaced	6
Total Estimated Project Cost	\$4,200,000

The project funding plan for this \$4,200,000 project is as follows:

FUNDING SOURCES	AMOUNT
CONFIRMED FUNDING SOURCES:	
FTA State of Good Repair (SOGR)	\$1,500,000
Proposition 1B	\$ 301,872
Transportation Development Act IV	\$ 73,128 (Committed at time of SOGR grant application)
Proposition 1B CalEMA	\$ 30,000 (\$5,000 estimated per bus for security cameras)
TDA (achieved from ARRA swap)	\$ 450,000 (Includes bus credit for separate farebox purchase)
STAF (Revenue Based)	\$ 297,672
PROSPECTIVE FUNDING SOURCES:	
Lifeline Proposition 1B	\$1,547,328

2. Will this project be closed in three years after funded?

Yes.

Caltrans Requirements

1. Attach relevant SRTP page of Project *or* Council Resolution approving project.

City staff will seek City Council approval as soon as a recommended list of Lifeline projects, which includes this bus replacement project, is identified by the STA.

2. Are your agency's reporting requirements current with Caltrans on your current Prop 1B projects?

Yes.

February 15, 2012

Ms. Elizabeth Niedziela
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Liz:

On July 1, 2011, SolTrans began operating transit service in the Cities of Benicia and Vallejo. Prior to that, SolTrans developed a ten year projection of costs and revenues. The projection showed that SolTrans would face a \$3 million annual deficit if cost and revenue trends continued as forecast. The projection formed the financial basis for the fiscally constrained scenario of our FY 2012 Short Range Transit Plan and is also being used to inform cost containment measures we are considering. The financial projections and resulting SRTTP service levels indicate that service restructuring will be required in addition to cost containment.

To minimize the impacts of service restructuring on our riders and to provide additional time to carefully plan for future service in Benicia and Vallejo, we are seeking funding to transition from the services previously operated by the two cities to operation by SolTrans. The transition funding would assist in avoiding severe service cutbacks and fare increases.

STA and the Metropolitan Transportation Commission are partnering to help provide transition funding to SolTrans through current Lifeline funding opportunities. SolTrans supports the use of Lifeline Proposition 1B funds for this purpose and will work with both agencies to ensure that SolTrans service is stabilized and sustainable.

We appreciate the support STA and MTC have given to SolTrans this year and look forward to a continued partnership.

Sincerely,

Nancy E. Whelan
Interim Chief Financial Officer

**SOLANO TRANSPORTATION AUTHORITY (STA)
LIFELINE FUNDING TIMELINE**

Funding Program	Action	Date
Prop 1B	Project List Due to STA	Wednesday, February 15, 2012
Prop 1B	Informational to Consortium/TAC	Wednesday, February 29, 2012
Prop 1B	Informational to STA Board	Wednesday, March 14, 2012
Prop 1B	Information for Allocation Request Due to STA	Wednesday, March 28, 2012
Prop 1B	Recommendation to STA Board	Wednesday, April 11, 2012
Prop 1B	STA Submits Allocation Requests to MTC pending Board approval	Wednesday, April 11, 2012
Prop 1B	MTC and Transit Operator Submit TIP	End of April - Deadline TBD
Prop 1B	Commission Approval of Prop 1B Projects	Wednesday, May 23, 2012
Prop 1B	MTC Submits to Caltrans	Friday, June 01, 2012
STAF/STP	Applications Due to STA	Wednesday, April 04, 2012
STAF/STP	Applicant Present Project to Lifeline Committee	The week of April 9, 2012
STAF/STP	Consortium/TAC	Wednesday, April 25, 2012
STAF/STP	Recommendation to STA Board	Wednesday, May 09, 2012
STAF/STP	STA Submits Board Approved Projects to MTC	Tuesday, May 15, 2012
STAF/STP	MTC and Transit Operators Submit TIP Amendments	June/July 2012 - Deadline TBD
STAF/STP	Commission Approval of Program of Projects	Wednesday, June 27, 2012
Update: STP may be swapped with other MTC funding and made available in 2012		
STP	MTC Confirms Availability of FY13 Funds; Transit Operators Submit TIP Amendments for FY13 Projects	Winter/Spring 2013
STP	Transit Operators Submit FTA Grant or FHWA Obligation Request with FY13 Projects	Winter/Spring 2013
STP	FY13 Project Sponsors Enter into Funding Agreements (if applicable)	Wednesday, April 30, 2014
STP	Deadline for STP Funds to be Obligated or Transferred to FTA	Wednesday, April 30, 2014

Prop 1B = Proposition 1B

STAF = State Transit Assistance Fund

STP = Surface Transportation Program

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DATE: February 21, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12 Update

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the only county in the Bay Area that has a local jurisdiction using TDA funds for streets and roads. For FY 2010-11, the County of Solano was the only jurisdiction that used TDA funds for streets and roads.

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process was approved by the STA Board April 14, 2010. The County of Solano will no longer be claiming funding for streets and roads after FY 2011-12. Therefore, the Unmet Transit Needs process was still required to allow Solano County to claim TDA for streets and roads in FY 2011-12.

The Unmet Transit Needs Hearing was held on Thursday, December 2, 2010 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. Based on comments raised at the hearing and the received written comments, MTC staff then selected pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. In evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA (Attachment A). The STA staff forwarded a worksheet to each transit operators that identified the issues specific to their operators for a response. The STA staff continues to work with the transit operators to address the issues and coordinate a response to MTC. Staff will report back the PCC with the response to the issues.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2012, the County’s TDA claim for local streets and roads will be held by MTC until this process is completed.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

The following is the draft revised schedule.

Schedule to Submit Response to MTC	
April 18, 2011	Assign the questions to the Transit Operators.
March 9, 2012	Extended Deadline for Transit Operators to provide responses to STA.
March 28, 2012	Consortium and TAC review and approve responses.
April 11, 2012	STA Board review and approval.
April 12, 2012	Submit responses to MTC.
May 9, 2012	Responses are submitted for approval to the Programming and Allocations Committee at MTC.
May 17, 2012	Present issues to the PCC

The streets and roads portion of the County of Solano TDA claim will be processed once the Unmet Needs process is complete.

Recommendation:

Informational.

Attachments:

- A. MTC March 31, 2011 Letter Summarizing FY 2011-12 Unmet Transit Needs



METROPOLITAN
TRANSPORTATION
COMMISSION

Attachment A

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

March 31, 2011

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APR - 1 2011

SOLANO TRANSPORTATION
AUTHORITY

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dave Cortese
Santa Clara County

Bill Doudl
Napa County and Cities

Dorene M. Giacobini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Jan Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Varancy
City and County of San Francisco

Steve Haminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 2, 2010, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2011-12 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Vallejo

Service Design

- Lack of Glen Cove service;
- Run bus on Hwy. 37 from Vallejo to San Rafael;
- Keep current schedule and lines for the 78 and 76 buses; and
- Route 5 is important for students to get to the Vallejo campus.

Operational and Scheduling Issues

- Better coordination between drivers and dispatchers;
- Scheduling trips, especially timing, is confusing;
- Shorten paratransit transfers;
- Problem with canceled paratransit trip;
- Driver not wanting to tie wheelchair down;
- General issues with driver's treatment of passengers;
- Drivers drive a little rough for some passengers; and
- Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

Fairfield

Service Design

- Routing issues of DART service;
- Route 20 could run later to match route 90;
- Would like to see one pass in use not multiple passes;
- Extra bus stop needed at business center in Cordelia;
- Cordelia underserved by transit;
- Improve Red Top Road Park and Ride;
- Direct bus to San Francisco;
- Concerns about transit for seniors in Green Valley;
- Keep Fairfield Taxi program;
- Expand Capitol Corridor schedule;
- Extend hours of current FAST schedule extended to at least 10:00 PM;
- Need for Sunday service;
- Lack of good transportation for elderly;
- Lack of bus stops on bus lines;
- Bus stops too far apart; and
- Need to create a regional code of bus etiquette.

Operational and Scheduling Issues

- Reduction from 7 to 5 buses makes reservations more difficult (DART);
- Some dispatchers are not customer friendly;
- Lack of professionalism on phone by dispatchers;
- Drivers need more training to be sensitive to needs of passengers; and
- Travel times and transfers make service inconvenient.

Capital Improvements

- Need more bus stations (shelters);
- Better signage for bus system;
- Need for bus shelters;
- More curb cuts at stops/stations;
- Increased capacity for bikes on buses; and
- More conveniently located and more easily accessible bus stops.

Vacaville

Service Design

- Keep bus line #3; needed to get to work;
- Need local buses after 6:30 p.m. to Solano College; and
- Needs bus service on Sundays to go to church.

Operational and Scheduling Issues

- Buses need to run later and connect better with #20 and #30.

Capital Improvements

- More bus stations (shelters);
- Repair Vacaville bus shelters, some stops have no shelters;
- Include public restrooms in any new transit plaza planning;
- Build bus shelters and benches; and
- Need directional bus stop signs.

Benicia

Service Design

- Need for direct bus between Benicia and Glen Cove Shopping Center.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and

roads purposes (e.g., extending BART to Vallejo)

- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2010-11; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's PAC identifying those issues that the cities and County must address prior to MTC's

consideration of FY 2011-12 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Please contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Programming and Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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DATE: February 21, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

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 (approximately)	APPLICATION DEADLINE
Local¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Bus Livability Initiative – Notice of Funding Availability *	N/A	February 22, 2012
6.	Focus Technical Assistance Program*	N/A	March 2, 2012
7.	Priority Development Area (PDA) Planning Program – Call for Applications*	N/A	Due April 12, 2012
State			
	N/A	N/A	N/A
Federal			
5.	FY 2012 TIGER*	\$500 million	Pre-applications Due February 20, 2012 Final Applications Due March 19, 2012

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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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
Local Grants¹						
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. \$20 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.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor	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
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	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: 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, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

¹ Local 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
Bus Livability Initiative – Notice of Funding Availability*	Glen Tepke MTC gtepke@mtc.ca.gov Anne Richman MTC arichman@mtc.ca.gov	Applications Due on February 22, 2012	N/A	The Bus Livability Initiative makes funds available to public transportation providers to finance capital projects, including construction and rehabilitation of bus-related facilities. For more information, please contact your local transit operator and Glen Tepke (gtepke@mtc.ca.gov) and Anne Richman (arichman@mtc.ca.gov) at MTC by Wednesday, February 22.	N/A	Eligible Projects: Construction and rehabilitation of bus-related facilities.
Focus Technical Assistance Program*	Therese Trivedi MTC ttrivedi@mtc.ca.gov (510) 817-5767	Applications Due on March 2, 2012	N/A	Applications for discrete planning projects that will advance implementation of PDA-related plans in support of FOCUS goals. Customized in-kind consultant assistance will be provided to local jurisdictions seeking to overcome specific policy or planning challenges to the adoption or implementation of PDA-related plans.	N/A	Eligible Projects: Policy/planning challenges to the adoption or implementation of PDA-related plans. http://www.mtc.ca.gov/planning/smart_growth/tap/
Priority Development Area (PDA) Planning Program – Call for Applications*	Therese Trivedi MTC ttrivedi@mtc.ca.gov (510) 817-5767	Applications Due on April 12, 2012	N/A	The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors around the region.	N/A	For the application and more information about the program, see http://www.mtc.ca.gov/planning/smart_growth/stations/

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
N/A						
Federal Grants						
Fiscal Year (FY) 2012 TIGER Grants*		<p>March 19, 2012</p> <p>"Eligible Applicants" for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as described in this paragraph).</p>	<p>Approx. \$500 million; minimum of \$10 million (except rural areas) and not greater than \$200 million per qualified request. No more than 25 percent of the funds made available for TIGER Discretionary Grants (\$125 million) may be awarded to projects in a single State.</p>	<p>The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following:</p> <ul style="list-style-type: none"> • State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs. • Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term. • Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States. • Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment. • Safety: Improving the safety of U.S. transportation facilities and systems. <p>Job Creation and Economic Stimulus: While the TIGER Discretionary Grant program is not a Recovery Act program, job creation and economic stimulus remain a top priority of this Administration; therefore, DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.</p>	N/A	<p>Eligible Projects:</p> <p>Funds are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region. Projects that are eligible for TIGER Discretionary Grants under:</p> <ul style="list-style-type: none"> • highway or bridge projects eligible under title 23, United States Code; • public transportation projects eligible under chapter 53 of title 49, United States Code; • freight rail projects; • high speed and intercity passenger rail projects; and • port infrastructure investments. <p>Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds.</p> <p>Submit Pre-application: www.dot.gov/tiger</p> <p>Submit final: www.grants.gov</p> <p>Applicant User Guide: http://www.dot.gov/tiger/application-resources.html</p>

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**STA Board Meeting Highlights
6:00 p.m., January 11, 2012**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the January 12, 2012 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of January 12, 2012. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Harry Price, Chair	City of Fairfield
Jack Batchelor, Vice Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

None.

SWEARING IN OF NEW STA BOARD ALTERNATE MEMBER

- **Alan Schwartzman**
Alternate Board Member Representing the City of Benicia

ACTION – FINANCIAL ITEMS

A. Fiscal Year (FY) 2011-12 Mid-Year Budget Revision

Recommendation:

Adopt the STA's FY 2011-12 Mid-Year Budget Revision as shown in Attachment A.

On a motion by Board Member Spering, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

B. SolTrans Transition Cost Facilitation

Recommendation:

Approve the Executive Director to facilitate with MTC and SolTrans the one-time transitional cost and budget expenses for the start-up of SolTrans.

On a motion by Board Member Sperring, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

ACTION NON-FINANCIAL ITEMS

A. STA's 2012 Amended Legislative Priorities and Platform

Recommendation:

Approve the STA's 2012 Legislative Priorities and Platform as specified in Attachment A.

At the request of Board Member Patterson, the STA Board approved to add bullet #23 under section VII. Funding of the 2012 STA Legislative Priorities and Platform:

23. Support efforts to fund development of complete streets.

By consensus, the STA Board approved the recommendation to include Board Member Patterson's request to add bullet #23 under section VII (Funding) of the 2012 STA Legislative Priorities and Platform as shown above in ***bold italics***.

B. Solano Countywide Pedestrian Transportation Plan

Recommendation:

Approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment B.

At the request of Board Member Patterson and with the concurrence by the STA Board, additional changes to the Solano Countywide Pedestrian Transportation Plan will be made as follows:

Page 40, Recently Completed Pedestrian Projects

- ***#3, Correct to Park Road (Adams to Oak) Bike lane improvements and "construct Class II bike facility" and the status is: construction completed;***

Page 41, Table 3-4B Proposed Pedestrian Projects List

- ***#3, Replace project title with Benicia Industrial Park Intermodal facility.***
- ***#12 and #15, Delete***

Page 55, City of Benicia Pedestrian Projects

- ***Replace #3 with Wayfinding Bike/Pedestrian Bridge to Bridge.***
- ***Under the "Downtown" section, full paragraph 4th line from bottom, insert Benicia Community Center.***

Page 56, Pedestrian Projects

- ***Fifth line, delete "is in development of preliminary engineering and funding strategy for . . ." and replace with "design is nearly complete for the sidewalk project. Regarding the city conducting environmental and transit studies in the bottom third of the paragraph, I believe that is SolTrans.***

Page 60, Benicia Pedestrian Destinations (Pedestrian Zones/Destinations)

- ***Delete Mills Elementary School Downtown and replace with Benicia Community Center and Downtown.***

On a motion by Board Member Sanchez, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation to include the modifications requested by Board Member Patterson as listed shown above in ***bold italics***.

C. Selection of 2012 STA Chair and Vice Chair

Recommendation:

Approve the Land Use Chapter of the Solano Comprehensive Transportation Plan as specified in Attachment A.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2012 commencing with the STA Board Meeting of March 14, 2012;
2. Selection of the STA Vice-Chair for 2012 commencing with the STA Board Meeting of March 14, 2012; and
3. Request the new Chair designate the STA Executive Committee for 2012.

On a motion by Board Member Patterson, and Board Member Spering, the STA Board unanimously approved the selection of Jack Batchelor (City of Dixon) as Chair.

On a motion by Board Member Spering, and Board Member Patterson, the STA Board unanimously approved the selection of Steve Hardy (City of Vacaville) as Vice-Chair.

STA's new Chair Batchelor designated the STA Executive Committee for 2012 as:

- Vice Chair Steve Hardy (City of Vacaville)
- Board Member Harry Price (City of Fairfield)
- Board Member Jim Spering (County of Solano)

CONSENT CALENDAR

On a motion by Vice Chair Batchelor, and a second by Board Vick, the STA Board approved Consent Calendar Items A through J.

A. Minutes of the STA Board Meeting of December 14, 2011

Recommendation:

Approve STA Board Meeting Minutes of December 14, 2011.

B. Draft Minutes of the TAC Meeting of December 21, 2011

Recommendation:

Approve Draft TAC Meeting Minutes of December 21, 2011.

C. SolanoExpress Intercity Transit Consortium 2012 Work Plan

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2012 Work Plan as shown on Attachment A.

D. Solano Coordinated Short Range Transit Plan (SRTP)

Recommendation:

Approve the following:

1. The scope of work for the Solano Coordinated SRTP as shown in Attachments A, B, and C; and
2. The allocation of \$150,000 of STAF to fund an updated Transit Ridership Survey.

E. State Safe Routes to School (SR2S) Grant Opportunity for City of Dixon's West B Street Undercrossing

Recommendation:

Approve the following:

1. Approve the West B Street Undercrossing in Dixon as the STA's Countywide SR2S priority project; and
2. Authorize the Solano Transportation Authority to apply for the state SR2S grant, to be released in December 2011.

F. Request for Qualifications (RFQ) for Solano Yolo BikeLinks Map Update

Recommendation:

Approve the following:

1. Local preference goal of 10% for the Solano Yolo BikeLinks Map Update;
2. Authorize the release of the RFQ as shown in Attachment A for the Solano Yolo BikeLinks Map Update; and
3. Authorize the Executive Director to enter into a contract for the Solano Yolo BikeLinks Map Update for an amount not-to-exceed \$17,000.

G. Resolution Authorizing Contribution to the California Public Employees Retirement System (CalPERS)

Recommendation:

Approve Resolution 2012-01- Authorizing Tax Defer Member Paid Contribution to the CalPERS.

H. Amendment to Solano's Fiscally Constrained Regional Transportation Plan (RTP) Project List Submit to the Metropolitan Transportation Commission (MTC)

Recommendation:

Authorize the Executive Director to transmit the modified STA's Fiscally Constrained RTP project list to MTC including the addition of local transit vehicle replacement.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

MTC Commissioner and Board Member Sperring reported that the I-80/I-680/SR 12 Interchange Project in Solano county would be able to meet the May/June 2012 allocation deadline set by California Transportation Commission (CTC).

B. Caltrans Report:

None presented.

C. STA Reports:

1. **State Legislative Update** provided by Shaw/Yoder's Gus Khouri
2. **STA's Year-End Report – Highlights for 2011** presented by Chair Price
3. **Directors Report:**
 - a. **Planning**
 - b. **Projects**
 - c. **Transit/Rideshare**

INFORMATIONAL ITEMS

- A. Regional Transportation Plan (RTP) / Sustainable Community Strategy (SCS) Update**
- B. Safe Routes to School (SR2S) Program Update**
- C. Local Project Delivery Update**
- D. Funding Opportunities Summary**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012**

BOARD MEMBER COMMENTS

ADJOURNMENT

Due to the 4'Cs Summit scheduled on February 8, 2012, the next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, March 14, 2012, Suisun City Hall Council Chambers.**

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DATE: February 21, 2012
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2012



Solano Transportation Authority

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2012**

(Last Updated by JM: Feb. 2012)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., February 29	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Mon., March 12	10:00 a.m.	RTIF Technical Working Group	STA Conference Room	Confirmed
Wed., March 14	3:30 p.m.	Transit Committee	Suisun City Hall	Confirmed
Wed., March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 28	10:00 a.m.	SolanoExpress SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 25	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 17	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 30	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 27	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 19	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 25 (No Meeting)	SUMMER RECESS	SolanoExpress Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 29	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 20	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 26	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 31	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD – Dixon	Confirmed
Thurs., November 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 15	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 28	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 19	10:00 a.m.	SolanoExpress Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

*City County Coordinating Council Summit on Public Safety is scheduled. If necessary, STA Board will conduct its meeting at 5:30 p.m.