



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, September 26, 2012
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF, and CONSENT CALENDAR with sub-items A and B.

TAC MEMBERS

Table listing TAC members: Melissa Morton (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), Shawn Cunningham (City of Vacaville), David Kleinschmidt (City of Vallejo), and Matt Tuggle (County of Solano).

- C. Proposed SolanoExpress Route 20 Service Changes** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the proposed route changes by FAST to SolanoExpress Route 20 as shown in Attachment B.
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- D. Fiscal Year (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 for the FY 2012-13 TFCA Program:
 1. *Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and*
 2. *Increase SNCI Rideshare Program's TFCA allocation by \$34,328 for a total of \$254,328.*
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VI. FINANCIAL ITEMS

- A. Suisun Train Station Improvements** Jessica McCabe
Recommendation:
Recommend the following:
 1. *STA Board authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and*
 2. *Formation of a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.*
(1:45 – 1:55 p.m.)
Pg. 21

- B. State Route (SR) 12/Church Assessment and Funding Plan** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to authorize a funding plan with the City of Rio Vista for SR 12/Church project.
(1:55 – 2:00 p.m.)
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VII. ACTION NON-FINANCIAL ITEMS

- A. OneBayArea Grant (OBAG) Funding Criteria** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment B.
(2:00 – 2:20 p.m.)
Pg. 33

B. Appointment of TAC Members to Arterials Committee Robert Macaulay
Recommendation:
Appoint one county and one city TAC representative to the Solano CTP Arterials, Highways and Freeways Committee.
(2:20 – 2:25 p.m.)
Pg. 39

C. STA’s Draft 2013 Legislative Priorities and Platform Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to distribute the STA’s Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.
(2:25 – 2:30 p.m.)
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VIII. INFORMATIONAL ITEMS – DISCUSSION

A. Green Valley Interchange Cost Sharing Proposal Janet Adams
(2:30 – 2:40 p.m.)
Pg. 77

B. Public-Private Partnership Feasibility Study Update Sam Shelton
(2:40 – 2:45 p.m.)
Pg. 79

C. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals Sam Shelton
(2:45 – 2:50 p.m.)
Pg. 85

D. Federal Transportation Authorization Bill “Moving Ahead for Progress in the 21st Century (MAP-21)” Implementation Update Sam Shelton
(2:50 – 3:00 p.m.)
Pg. 91

NO DISCUSSION NECESSARY

E. Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program Third and Fourth Quarter Report Susan Furtado
Pg. 107

F. Transit Studies Update Liz Niedziela
Pg. 109

G. Funding Opportunities Summary Sara Woo
Pg. 115

H. STA Board Meeting Highlights of September 12, 2012 Johanna Masiclat
Pg. 119

**I. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2012
Pg. 125**

Johanna Masiclat

IX. ADJOURNMENT

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



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 29, 2012

I. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:34 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members Present:	Morrie Barr	City of Dixon
	Shawn Cunningham	City of Vacaville
	Dan Kasperson	City of Suisun City
	David Kleinschmidt	City of Vallejo
	Wayne Lewis	City of Fairfield
	Dave Melilli	City of Rio Vista
	Melissa Morton	City of Benicia
	Matt Tuggle	Solano County

Also Present:	Janet Adams	STA
	Jayne Bauer	STA
	Nick Burton	Solano County
	Amanda Dum	City of Suisun City
	Daryl Halls	STA
	Sheila Jones	STA
	Judy Leaks	STA
	Robert Macaulay	STA
	Liz Niedziela	STA
	Sam Shelton	STA

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by Wayne Lewis, the STA TAC 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: Bob Macaulay stated that the STA's Arterials Committee for advising CTP development will be reactivating soon and two TAC representatives, one city and one county, will need to be appointed.

Sam Shelton provided an overview of the federal earmark handout.

Jayne Bauer stated that the nomination forms for the STA Annual Awards have been sent out and the deadline is September 21st.

Other: None presented.

V. CONSENT CALENDAR

On a motion by David Kleinschmidt, and a second by Melissa Morton, the STA TAC approved Consent Calendar Items A through E.

The SolanoExpress Intercity Transit Consortium was unable to meet this morning; therefore, Consent Calendar Item F. was pulled from the agenda.

A. Minutes of the TAC Meeting of June 27, 2012

Recommendation:

Approve TAC Meeting Minutes of June 27, 2012.

B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 2012

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – September 2012 for the Cities of Dixon and Rio Vista as shown in Attachment B.

C. East Fairfield Community Based Transportation Plan (CBTP) Final Report

Recommendation:

Forward a recommendation to the STA Board to approve the Final East Fairfield Community Based Transportation Plan as specified in Attachment A.

D. 2012 Local Ridership Studies for Dixon Read-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach

Recommendation:

Forward a recommendation to the STA Board to approve the 2012 Local Transit Ridership Study Reports as shown in Attachment A.

E. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and Year-End Report

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.

F. THIS ITEM WAS PULLED.

Proposed SolanoExpress Route 78 Service Changes

Recommendation:

Forward a recommendation to the STA Board to approve the proposed changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.

VI. ACTION FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Local Streets and Roads Projects

Robert Macaulay provided an overview of the local streets and roads funding. He stated that the call for projects went out at the June TAC meeting for the streets and roads maintenance. He noted that the deadline for submittals was August 10th, and City of Rio Vista is the only submittal not received as they previously swapped funds in Cycle 1 and the City of Dixon is working on resubmitting theirs. Mr. Macaulay highlighted MTC's criteria of the Housing Element and complete streets requirement. Dan Kasperson expressed concerns regarding the need for flexibility on how projects are programmed in the Transportation Improvement Program (TIP).

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution approving the Local Streets and Roads projects for OBAG funding as shown in Attachment B.

On a motion by Wayne Lewis, and a second by David Kleinschmidt, the STA TAC approved the recommendation with the exception of above in bold and italics.

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Workshop and Funding Criteria

Robert Macaulay provided an overview of various plans and priorities. Mr. Macaulay discussed the CMAQ call for projects and stated that applications are being processed and hopes to establish a project matrix list and criteria in the near future. He requested feedback from the committee regarding the criteria list. Mr. Macaulay stated that this list of projects being recommended for funding will be brought back to the TAC in December. The advisory committees will meet in September for outreach and review. With regard to criteria feedback, Dave Melilli suggested Regional Equity needs to be listed as something to be considered. Dave Melilli recommended that the last paragraph be after the list be included as #9 on the criteria list. Shawn Cunningham criteria recommended that #8 be removed from the criteria list. Melissa Morton expressed focusing on the housing element.

The TAC Committee concurred that the full criteria list be reviewed by the Board and to add: Equity, Jobs, Housing and making the last paragraph criteria as #9 on the list.

Dan Kasperson was designated as the TAC member to represent the STA TAC at the STA Board OBAG funding workshop on September 12, 2012.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the revised public input schedule as shown in Attachment B; and
2. Designate a TAC member to represent the STA TAC at the STA Board OBAG funding workshop on September 12, 2012.

On a motion by Dan Kasperson, and a second by Dave Melilli the STA TAC approved the recommendations including the addition shown above in *bold and italics*.

B. Legislative Update

Jayne Bauer provided an overview of SB 2200. Daryl Halls provided background regarding the recommended neutral position for SB 2200. He stated that the STA is targeting express lanes on I-80 by 2016 and that SB 2200 would have prohibited that goal. As a result, amendments were added that would eliminate the change once Express Lanes are implemented on I-80. Mr. Halls concluded that with the amendments, and given the limited impact now on STA, the STA staff recommends a neutral position.

On a motion by Dave Mililli, and a second by Morrie Barr, there was an attempt to oppose SB 2200.

Motion failed 1 to 7. (Rio Vista voting aye.)

Recommendation:

Forward a recommendation to the STA Board to adopt the following positions on State legislative bills:

SB 2200 (Ma) - Neutral

SB 878 (DeSaulnier) - Neutral

On a motion by Dan Kasperson, and a second by David Kleinschmidt, the STA TAC unanimously approved the staff recommendation.

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. OneBayArea Grant (OBAG) Priority Development Areas (PDAs)

Robert Macaulay provided an overview of the PDA schedule. Daryl Halls stated that staff plans to schedule PDA assessment meetings with each City in a few months.

B. OneBayArea Grant (OBAG) Priority Conservation Area (PCA) Pilot Program

Robert Macaulay discussed PCA resources and open spaces. He stated that MTC is requesting the STA meet with regional advocacy groups to discuss Solano County PCAs.

NO DISCUSSION NECESSARY

C. 2013 Transportation Improvement Program (TIP)

D. 2012 Solano Employer Commute Challenge

E. Funding Opportunities Summary

F. STA Board Meeting Highlights of July 11, 2012

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

IX. ADJOURNMENT

The meeting was adjourned at 3:02 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 26, 2012.**

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DATE: September 14, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed SolanoExpress Route 78 Service Changes

Background:

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

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

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initialed after the first Intercity Transit Funding (ITF) agreement was developed. Through an agreement, Route 78 is managed by Solano Transportation Authority and operated by SolTrans and is one of the seven routes in the ITF agreement that funding partners pay into. Route 78 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds.

In an effort to operate a sustainable transit system, SolTrans staff was directed by the SolTrans Board to eliminate approximately 17,000 service hours from their overall transit system. Some of these proposed changes effected SolanoExpress Route 78. STA staff analyzed the service changes to Route 78 and with the concurrence of the STA Board, sent a letter to SolTrans requesting them to reconsider eliminating service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM2 funds if ridership decreases on this route.

In June, SolTrans Board approved a recommendation to authorize staff to retain the Pleasant Hill BART stop on the SolanoExpress Route 78 and to continue the existing schedule pending further service and financial analysis is conducted.

Discussion:

SolTrans staff has completed their financial service analysis (Attachment A) and has developed both short and long term recommendations (Attachment B). The proposed schedule to improve the route cost-efficiency and farebox recovery of SolanoExpress Route 78 includes continued service to Pleasant Hill BART. SolTrans has received comments from SolTrans Advisory Committee and SolTrans Technical Advisory Committee and are in the process of receiving public feedback. SolTrans will provide the Consortium, TAC and STA staff with a presentation of the proposed services changes to Route 78 for feedback, comment and approval.

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Attachment:

- A. Route 78 Productivity and Service Analysis
- B. Short and Long Term Recommendations
- C. Proposed Changes to SolanoExpress Route 78

Route 78 Productivity and Service Analysis

Route 78, "The Route," is funded by Regional Measure 2 Funds, which specify a 20% farebox Recovery for All-day, Regional Routes. In order to both achieve this farebox recovery rate, and improve the efficiency of service on The Route, the Route 78 Productivity and Service Analysis was undertaken.

This study of The Route will include data gathering, analysis, stakeholder input, formulation of recommendations, technical and advisory review, Board feedback and approval, and coordinated implementation with relevant parties. Both short and long-term recommendations and changes will be analyzed, and adjusted in the ongoing review of available data, resources, and performance review. These recommendations will be monitored, and may be changed, as more information becomes available and existing conditions are observed.

The following lists show the short and long-term recommendations that have been formulated at this initial stage of data collection and analysis. Each recommendation will have its proposed implementation date, passenger and service impact displayed. Several charts and tables are included as attachments, with additional information regarding these proposed changes.

In addition to the proposed schedule changes, deadhead times were reviewed for accuracy and adjusted, as needed.

Fiscal Impact

The fiscal impact of these changes was calculated based upon MV Transportation GFI (Genfare fare box) data, onboard surveys, onboard data collection, the Cost Allocation Model, and SolTrans Staff Studies. The following are relevant to the schedule changes to Route 78:

Route 78	Current	Proposed	Savings
Weekday Revenue Hours	34.5	21.8	12.7
Weekend Revenue Hours	12.5	11.7	.8
Cost Per Revenue Hour	\$126.13	\$126.13	Does not change
Average Weekday Cost	\$4,351.49	\$2749.63	\$1601.86
Average Weekend Cost	\$1,576.63	\$1,475.72	\$100.91
Average Daily Passengers	295	295	Does not change
Average Daily Revenue	\$918.76	\$918.76	Does not change
Avg. Weekday Fare box Recovery Rate	21%*	33%*	Improvement of approx. 12%

*(+/- 3% margin of error)

Estimated Yearly Savings of approximately
\$419,000

The proposed schedule may have additional service added to it, in the course of the Public Outreach Process.

Short-term Recommendations

Proposed Change	Proposed Implementation	Passenger Impact	Service Impact
Eliminate Vallejo Ferry Stop in both directions, on both weekdays and weekends	November 2012	Average daily ridership at this stop is 7 passengers on weekdays, 11 on weekends (2% and 3.5% of daily riders, respectively). Each of the passengers surveyed over the last two weeks was spoken with, and weekday passengers can access either the Vallejo Transit Center 78 stop, or ride an alternate Soltrans Route. Weekend passengers are mainly wine tours, not regulars, and will be served by Routes 5, 6 85.	5 minutes of running time removed from route, in both directions. Passengers may use the Pedestrian Bridge from Vallejo Transit Center, or alternate routes to Ferry Terminal.
Eliminate Pleasant Hill BART layover	November 2012	Will only benefit passengers with a shorter running time.	4 minutes of running time removed from Southbound schedule, both weekday and weekend. This layover was created to accommodate a BART schedule that is no longer current.
Eliminate loop through parking lot of the Curtola and Lemon Park and Ride, Northbound. Work with City of Vallejo to assess a possible new stop location.	November 2012	Passenger impact would include 2 people on weekdays (or less than 1% of passengers), and 8 passengers on weekends (3% of passengers).	Eliminate 3 minutes from scheduled running time in this direction, and improve safety conditions for buses and passengers by avoiding parking lot.
Eliminate bus stops at Monterey/6 th Street and Curtola Parkway.	October 15, 2012	Average daily ridership for Monterey/Curtola is 2 passengers, or less	Completed.

		than 1% of passengers.	
Adjust running times to reflect traffic flows	November 2012	Will benefit passengers with a shorter running time, and better on time performance.	Longer running times will now reflect commute patterns, with longer times being in the a.m. Southbound, and p.m. Northbound. Buses will be more likely to be on-time.
Adjust running times to reflect new changes to routing	November 2012	Will benefit passengers with a shorter running time, and better on time performance.	Deductions in running times were made for new routing, and considerations made based upon recently observed running times between segments and by time of day.
Adjust weekday schedule to provide better connections to CCC (Contra Costa County Connection) Transit and Bishop Ranch Express routes serving Diablo Valley College, John Muir Medical Center and Bishop Ranch Commercial Area.	November 2012	28 Passengers in the past two weeks, have asked for better to connections to these routes, and state that these connections are more important to them than frequency of service. Estimated 55 passengers per day, or 19% of passengers, will be impacted by these changes. However, an estimated 60 passengers would either begin riding or return to the Route with the improved regional connection times.	Better connectivity will provide faster, more reliable service for existing passengers, as well as attracting new riders. Fewer waster service hours, due to more accurately meeting passenger needs.

Long-Term Recommendations

Proposed Change	Proposed Implementation	Passenger Impact	Service Impact
Market new schedule changes and connection improvements	November 2012	None, unless increase in ridership	Potential for increased ridership
Consider Benicia Circulator Route to, "Feed," into Route 78	January 2013	None, unless increase in ridership	Potential for increased ridership
Make changes to bus stops for more efficient bus operations	January-June 2013	None, unless increase in ridership	May include moving near-side stops to far-side, painting or increasing red curbs, posting, "No Parking," signs, etc.
Make changes to bus stops to comply with ADA (Americans with Disabilities Act)	January-June 2013	None, unless increase in ridership	May include clearing obstructions in ramp loading area and insuring a safe, even surface for loading and stop access
Make changes to bus stops to improve safety	January-June 2013	None, unless increase in ridership	May include sidewalk or curb repair, stop relocation, stop furniture repair/replacement, and installing solar lighting at stops
Work with Cities to improve traffic and road conditions affecting bus operations	September-December 2012	None, unless increase in ridership	Improve signal situation at Military and East 2 nd in Benicia, improve crosswalk access, communicate transit friendly conditions for future planning
Consider TSP (Transit Signal Priority) purchase to maximize efficient operations at peak traffic times	January-June 2013	None, unless increase in ridership	Improved operation at key intersections, including those already equipped with emitters

Vallejo/Benicia/BART

Route 78 Weekend

Southbound				Northbound		
Vallejo Transit Ctr	Military/First (City Park) Benicia	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/First (City Park) Benicia	Vallejo Transit Ctr
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:35	8:51	9:11	9:19	9:32	9:52	10:10
10:35	10:51	11:11	11:19	11:32	11:52	12:10
12:35	12:51	1:11	1:19	1:32	1:52	2:10
2:35	2:51	3:11	3:19	3:32	3:52	4:10
4:35	4:51	5:11	5:19	5:32	5:52	6:10
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:30	8:46	9:06	9:14	9:35	9:55	10:13

*Trips in blue are open to discussion

*P.M. Times in Bold

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DATE: September 14, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed SolanoExpress Route 20 Service Changes

Background:

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

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

SolanoExpress Route 20 provides service along the I-80 corridor between Fairfield and Vacaville. Route 20 is one of two of the seven SolanoExpress routes that services destinations only within Solano County. Route 20 is operated by Fairfield and Suisun Transit (FAST) and is one of the seven routes in the ITF agreement that funding partners pay into.

Discussion:

FAST is proposing changes to the Solano Express Route 20 for better coordination at the same time FAST local fixed route changes in the fall to improve service between Fairfield and Vacaville. FAST is currently testing the timing of the local routes and if any changes are needed to coordinate transfers better, the changes should only be minor. SolanoExpress Route 20 will continue to serve the two major transit hubs (Fairfield Transportation Center and Vacaville Transportation Center) with stops at the Solano Mall Transfer center each direction. The major change is the elimination of the stop at the Davis Street Park and Ride in Vacaville. More detail proposed changes is listed below:

1. Establish Fairfield Transportation Center (FTC) as the south terminus of the route (Vacaville Transit Center remains the north terminus);
2. Realign route to serve Solano Mall in both directions, non-stop via I-80;
3. Realign route to bypass Vacaville Davis Street Park and Ride in both directions;

4. Adjust schedule to have Southbound buses arrive FTC at 25 minutes after the hour and Northbound buses depart FTC at 30 minutes after the hour to make timed connections with FAST local bus routes 3, 4, 5, and 7;
5. Adjust schedule to have Southbound buses arrive Solano Mall at 13 minutes after the hour and depart Solano Mall at 15 minutes after the hour and Northbound buses arrive Solano Mall at 40 minutes after the hour and depart Solano Mall at 42 minutes after the hour to make timed connections with local routes 2, 3, 4 and 6.

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by FAST to SolanoExpress Route 20 as shown in Attachment B.

Attachment:

- A. Route 20 Current Schedule
- B. Route 20 Proposed Schedule

Route 20

Route 20 :: Fairfield to Vacaville (Monday - Saturday Service)

Depart Westfield Mall	Fairfield Transportation Center	Vacaville Transportation Center	Vacaville Davis Street Park & Ride	Arrive Westfield Mall
324	268	388	391	324
	6:42	6:58	7:06	7:22
7:30	7:42	7:58	8:06	8:22
8:30	8:42	8:58	9:06	9:22
9:30	9:42	9:58	10:06	10:22
10:30	10:42	10:58	11:06	11:22
11:30	11:42	11:58	12:06	12:22
12:30	12:42	12:58	1:06	1:22
1:30	1:42	1:58	2:06	2:22
2:30	2:42	2:58	3:06	3:22
3:30	3:42	3:58	4:06	4:22
4:30	4:42	4:58	5:06	5:22
5:30	5:42	5:58	6:06	6:22
6:30	6:42	6:58	7:06	7:22G

Stop IDs Noted in White

G: Service ends bus returns to garage

Saturday Hours :: Highlighted Area | A.M. Schedule | P.M. Schedule

FAST Local Service Restructuring
Proposed SolanoExpress Route 20 Schedules
Weekdays

ATTACHMENT B

Northbound				Southbound				Bus Hours		Total
leave	arrive	leave	arrive	leave	arrive	leave	arrive	Service	Layover	Revenue Hours
FTC	Solano Mall	Solano Mall	VTC	VTC	Solano Mall	Solano Mall	FTC			
6:30 AM	6:40 AM	6:42 AM	6:56 AM	6:59 AM	7:13 AM	7:15 AM	7:25 AM	0:48	0:07	0:55
7:30 AM	7:40 AM	7:42 AM	7:56 AM	7:59 AM	8:13 AM	8:15 AM	8:25 AM	0:48	0:12	1:00
8:30 AM	8:40 AM	8:42 AM	8:56 AM	8:59 AM	9:13 AM	9:15 AM	9:25 AM	0:48	0:12	1:00
9:30 AM	9:40 AM	9:42 AM	9:56 AM	9:59 AM	10:13 AM	10:15 AM	10:25 AM	0:48	0:12	1:00
10:30 AM	10:40 AM	10:42 AM	10:56 AM	10:59 AM	11:13 AM	11:15 AM	11:25 AM	0:48	0:12	1:00
11:30 AM	11:40 AM	11:42 AM	11:56 AM	11:59 AM	12:13 PM	12:15 PM	12:25 PM	0:48	0:12	1:00
12:30 PM	12:40 PM	12:42 PM	12:56 PM	12:59 PM	1:13 PM	1:15 PM	1:25 PM	0:48	0:12	1:00
1:30 PM	1:40 PM	1:42 PM	1:56 PM	1:59 PM	2:13 PM	2:15 PM	2:25 PM	0:48	0:12	1:00
2:30 PM	2:40 PM	2:42 PM	2:56 PM	2:59 PM	3:13 PM	3:15 PM	3:25 PM	0:48	0:12	1:00
3:30 PM	3:40 PM	3:42 PM	3:56 PM	3:59 PM	4:13 PM	4:15 PM	4:25 PM	0:48	0:12	1:00
4:30 PM	4:40 PM	4:42 PM	4:56 PM	4:59 PM	5:13 PM	5:15 PM	5:25 PM	0:48	0:12	1:00
5:30 PM	5:40 PM	5:42 PM	5:56 PM	5:59 PM	6:13 PM	6:15 PM	6:25 PM	0:48	0:12	1:00
6:30 PM	6:40 PM	6:42 PM	6:56 PM	6:59 PM	7:13 PM	7:15 PM	7:25 PM	0:48	0:12	1:00

12:55:00 WD Total

Saturdays

Northbound				Southbound				Bus Hours		Total
leave	arrive	leave	arrive	leave	arrive	leave	arrive	Service	Layover	Revenue Hours
FTC	Solano Mall	Solano Mall	VTC	VTC	Solano Mall	Solano Mall	FTC			
9:30 AM	9:40 AM	9:42 AM	9:56 AM	9:59 AM	10:13 AM	10:15 AM	10:25 AM	0:48	0:07	0:55
10:30 AM	10:40 AM	10:42 AM	10:56 AM	10:59 AM	11:13 AM	11:15 AM	11:25 AM	0:48	0:12	1:00
11:30 AM	11:40 AM	11:42 AM	11:56 AM	11:59 AM	12:13 PM	12:15 PM	12:25 PM	0:48	0:12	1:00
12:30 PM	12:40 PM	12:42 PM	12:56 PM	12:59 PM	1:13 PM	1:15 PM	1:25 PM	0:48	0:12	1:00
1:30 PM	1:40 PM	1:42 PM	1:56 PM	1:59 PM	2:13 PM	2:15 PM	2:25 PM	0:48	0:12	1:00
2:30 PM	2:40 PM	2:42 PM	2:56 PM	2:59 PM	3:13 PM	3:15 PM	3:25 PM	0:48	0:12	1:00
3:30 PM	3:40 PM	3:42 PM	3:56 PM	3:59 PM	4:13 PM	4:15 PM	4:25 PM	0:48	0:12	1:00
4:30 PM	4:40 PM	4:42 PM	4:56 PM	4:59 PM	5:13 PM	5:15 PM	5:25 PM	0:48	0:12	1:00

7:55:00 Sat Total



DATE: September 14, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (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.

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.

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 \$279,828. On March 14, 2012, the STA Board committed \$220,000 for the Solano Napa Commuter Information (SNCI) Rideshare Program and issued a call for project for the remaining \$59,828. STA staff notified eligible project sponsors and posted notifications on the STA Website of the grant opportunity. The City of Benicia submitted the only application for a Smart Growth/Safe Routes to School Project on Rose Drive. On June 13, 2012, the STA Board approved the remaining funds be allocated toward the project.

Discussion:

The City of Benicia's Smart Growth/Safe Routes to School Project on Rose Drive near Matthew Turner Elementary School will construct intersection improvements adjacent to the school, extend a Class II bike route along Rose Drive and construct bicycle sharrows (combined bike auto lanes). Bay Area Air Quality Management District (BAAQMD) staff analyzed the TFCA allocation and the project's cost effectiveness and concluded that the maximum the project can receive is \$25,500. This left a remaining balance of \$34,328.

Their analysis is based on a formula that takes into account the number of vehicle trips and the length of the bicycle route. Benicia staff acknowledged that the project can still be completed despite the reduced TFCA funding.

The STA is required to allocate the entire estimated amount of available TFCA Program Manager Funds within six months of the Air District approving the County Program Manager Funds. Unexpended TFCA funds are not allowed to be carried over into the next fiscal year after the six month period; instead they are reallocated as part of the Regional TFCA funds. The STA's deadline for allocating the funds is November 2, 2012 and is closing fast considering the TAC and Board cycle.

Upon being notified by the Air District, STA staff and the City of Benicia have since attempted to work out a proposal to use the remaining balance of \$34,328 for installing Electric Vehicle Fast Chargers at potential employment and city facility locations. However, due to the timing constraints imposed by the Air District for the remaining funds, STA and Benicia staff have agreed to not pursue the electric vehicle charging station option with the remaining balance of funds for this fiscal year, but to work on an updated proposal in time for next year's TFCA Program Manager allocation instead.

STA staff is recommending that the remaining \$34,328 be allocated to the SNCI Program at this time given the decision to pursue Benicia's charging station as part of next year's TFCA allocation and the short timing to allocate the remaining balance. SNCI's Rideshare Program is the only other eligible TFCA project approved by the BAAQMD. The SNCI Program remains a highly cost effective program and continues to be an ideal candidate for TFCA funding. SNCI is able to accept the additional \$34,328 with the objective of working with Fairfield and Suisun Transit (FAST) to target promoting the use of new or less utilized park and ride facilities, helping to reduce the parking overflow at the Fairfield Transportation Center (FTC) while increasing vanpool and carpool riders. If approved, SNCI will have a total allocation of \$254,328 for FY 2012-13. A second task would be to provide a transit incentive as part of the new SolanoExpress and SolTrans marketing plans.

Fiscal Impact:

TFCA Program Manager Funds previously approved for Benicia's Smart Growth/Safe Routes to School Project on Rose Drive near Matthew Turner Elementary School will be reduced to \$25,500. The remaining balance of TFCA funding will be added to SNCI's Rideshare Program for a total of \$254,328 (previously \$220,000).

Recommendation:

Forward a recommendation to the STA Board to approve the following for the FY 2012-13 TFCA Program:

1. Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and
2. Increase SNCI Rideshare Program's TFCA allocation by \$34,328 for a total of \$254,328.



DATE: September 12, 2012
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Suisun Train Station Improvements

Background:

The Suisun City Train Station currently serves as Solano County's only rail station with intercity rail service provided by the Capitol Corridor Joint Powers Authority (CCJPA) and is a station that is serving an increasing number of Solano County residents, and also acts as a gateway to Suisun City. According to CCJPA station ridership activity reports, the Suisun station has seen a consistent upward trend in users, with the latest report indicating that 557 riders come through the station daily.

The Suisun City Train Station was originally built in 1914. It has been 20 years since the Train Station was remodeled. Additional improvements are now necessary to make the facility more functional and give it a more inviting, up-to-date look that is within the historic designation of the facility.

The City of Suisun City has relied on redevelopment funds to maintain the facility. The recent loss of Redevelopment Agency (RDA) funding due to the passage of state legislation by the State has severely impacted the City of Suisun City's budget for the Train Station. As a result, the City is analyzing the current costs of updating and maintaining the Train Station and attempting to identify new, alternative funding sources to maintain this important transit location in a manner more enticing to the public. Recognizing the importance of the Train Station to the City and Solano County in general, and the importance of attracting more riders, the Solano Transportation Authority (STA) staff has been working with Suisun City and CCJPA staff to identify necessary upgrades to the station and securing funding for these upgrades.

Discussion:

In July 2012, Suisun City staff submitted the Suisun City station as a candidate for One Bay Area Grant (OBAG) funds. Subsequently, STA staff met with Suisun City and CCJPA staff to discuss the project and proposed improvement to facilities, signage and access to the adjacent area. Based on this meeting, Suisun City developed a list of items to be upgraded at the Train Station and the surrounding grounds, and identified a recommended level of routine maintenance. It also provided cost estimates associated with upgrades and the increase in the maintenance schedule for the building and grounds.

STA and CCJPA staff have reviewed the proposal for improvements and has put together a recommendation that prioritizes upgrades to the Station, including signage and identifies two potential funding scenarios (Attachment B). Both proposed funding scenarios include the use of anticipated discretionary funding to be dedicated toward the Project, one with a commitment of

OBAG funds and one without. The first funding scenario, or **Option A**, proposes committing Transportation Development Act (TDA) Article 3 funds and State Transit Assistance funds (STAF), totaling \$100,000 for upgrades to the Train Station. The second funding scenario, or **Option B**, proposes committing \$30,000 in TDA Article 3 funds, \$70,000 in STAF, and \$250,000 in One Bay Area Grant (OBAG) Congestion Mitigation and Air Quality (CMAQ). Since the OBAG funds require an 11.47% non-federal match, and the minimum local match required for the \$250,000 would be \$82,390, the TDA Article 3 and STAF funds could be used to meet this requirement. This second option would be considered as part of the forthcoming OBAG discussion by the STA Board.

STA staff is recommending the formation of a Board subcommittee to review the recommended upgrades to the station and provide a funding recommendation to the STA Board. An additional consideration is the development of an operations and maintenance plan for the station after the improvements have been made.

Fiscal Impact:

No direct impact to the STA budget. Funding committed as part of the fund strategy will be provided by discretionary funds based upon future STA Board actions.

Recommendation:

Recommend the following:

1. STA Board authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage; and
2. Formation of a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

Attachments:

- A. Train Station Proposed Improvements from Suisun City, 8-2-2012
- B. Train Station Prioritized Upgrades and Funding Options, 9-11-2012



**Suisun City Train Station
Improvement Project
8/2/12**

The loss of Redevelopment Agency (RDA) funding from the State has severely impacted the budget for the Suisun City Train Station. As a result, the City is analyzing the current costs of maintaining the Train Station and how we can identify new, alternative funding sources to maintain this important transit location in a manner more enticing to the public.

The Suisun City Train Station is a station that is serving an increasing number of Solano County residents and also acts as a “gateway” to our City. The last time this station was remodeled was in 1992. It is crucial that this facility act as an inviting gateway to the City of Suisun City and to Solano County in general and also encourages residents to use the public transit options available at the station.

The minimal routine maintenance that has occurred to date was funded through RDA funds. Now that this source of funding has been stripped away, it is again, necessary to re-evaluate funding sources so that routine maintenance around this important City center can continue.

It has been 20 years since the Train Station building was remodeled in 1992. Additional improvements are now necessary to make the location more functional and to give it an inviting, up-to-date look. These improvements will include upgrades to the building, the grounds around the building and to the ADA accessibility to the station. These improvements will need to be in line with the “historic” designation of this facility.

The City has created a “wish list” of items to be upgraded at the Station and the surrounding grounds. The total costs for the “wish list” items are projected to be between \$170,000 and \$220,000. The City plans to visit the train stations in Martinez and in Davis to get specific ideas for upgrade items. The upgrade costs breakdown as follows:

Signage - \$75,000 to \$100,000

The current sign situation at the train station is severely lacking. Improvement need to be made that make for more helpful, visible signs that have design continuity. The City is pooling all the Station’s sign needs, including the posting and displaying of schedules, into one package for improvements.

- Way-finding
- Identity
- Outside vendor
- Schedule boards
- New kiosk
- Electronic message boards for bus stops (similar to what is currently being used for the train)
- Other signs as needed

Security - \$25,000 to \$30,000

High on this list are security improvements to the Station and surrounding area. Upgraded security measures would include:

- Security cameras (high definition) with a direct feed to the Police Department
- Fencing added to the dumpster area to keep homeless from camping in the dumpsters
- Security measures around the Freon portion of the air conditioner to prevent theft
- Emergency call box
- Other items as identified as the project progresses

Interior - \$20,000 to \$30,000

The interior of the building is in desperate need of a face lift that will maintain the history of the building and at the same time bring it into the 21st century. The items the City has identified as needing to be upgraded in the building's interior are:

- New coat of paint
- New modes of brochure display
- New furnishings and seating
- Better placement of interior convenience items such as ticket machines and the ATM.
- New interior light fixtures
- Upgrades to the restrooms including new paint and new stall partitions
- New display case(s) for bus and train schedules

Exterior - \$50,000 to \$60,000

The exterior of the building is a very high visibility area. For some, this is the only impression they are given of the Train Station. Therefore, it would be ideal to perform exterior face-lift items as part of the package to upgrade the Train Station as a whole. Items that the City would like to include in an exterior update are:

- Upgrading bus stop median concrete
- Slurrying of the road and parking lot
- New larger concrete trash receptacles that are compatible with the historic theme
- 2 to 4 large planters with perennials (train side and as water allows)
- Upgrade hardscape area around Plaza fountain

- Upgrade benches and seating

Exterior - \$50,000 to \$60,000 – Continued

- Repaint all street light poles in the near vicinity
- Add additional wrought iron fencing in specific locations with the Plaza to help direct pedestrian flow
- Anti-skateboarding devices
- Exterior paint every 5-6 years (next paint due in 2015 but would like to consider a new coat to spruce things up and start fresh)
- Regularly scheduled pressure washing of building in-between painting
- Upgraded display cases for bus/train schedules at bus stops
- Installing an exterior water spigot
- ADA upgrades/improvements
- Upgrading landscaping/irrigation
- Bike lockers upgrades, if needed

As part of the long term maintenance of the facility once the upgrades are installed, it will be necessary to enhance the City's existing routine maintenance schedule so that it reflects a higher level of maintenance of the building and surrounding grounds and maintains the upgrades in the highest manner possible.

Currently, the City performs the following maintenance schedule to the building and surrounding grounds:

- Trash pick-up – twice weekly in the summer and once in the winter
- Exterior cleaning every other month
- Grounds maintenance – 5 times per year
- Tree pruning once per year
- Weed abatement – 6 times per year
- Irrigation checks and adjustments – 3 times per year
- Graffiti maintenance as needed
- Red zone striping – every other year
- Minor repairs only as needed
- Opening of restroom (through Station tenant)
- Daily cleaning of restroom (through Station tenant)

This level of maintenance costs the City, on average, \$28,189 per year. This cost includes: grounds maintenance (\$10,950), building maintenance (\$2,165) and utilities costs (average cost total utility cost \$15,100). Of that \$28,189 average cost, approximately \$17,239 was funded through the City's Redevelopment Agency (RDA). With the loss of RDA funds, the RDA successor agency is still funding the building's utility costs only. Once the final ownership of this building is determined, the successor agency funding will cease to provide funding and the new owner (most likely the City) will be responsible for covering these costs.

Part of this process was to come up with not only upgrades for the Train Station but also to come up with an ideal/desired level of routine maintenance that would keep the station looking its best (post upgrades).

The list of ideal/desired routine maintenance items for the building and surrounding grounds are as follows:

- Bi-weekly trash pickup
- Weekly spot power washing and monthly or quarterly full facility power washing
- Daily restroom maintenance
- Planters checked -- weekly
- Grounds maintenance -- weekly
- Tree pruning -- 3 times per year
- Weed abatement – 18 times per year
- Irrigation checks and adjustments – 6 times per year
- Graffiti maintenance
- Re-striping – every other year
- Sign maintenance
- Red zone restriping – every other year
- Gutter maintenance – quarterly or more as needed during winter months
- Security camera maintenance and repairs
- Exterior paint – every 4-5 years
- Interior paint – every 4-5 years

In terms of costs associated with the increase in the maintenance schedule for the building and grounds, it is estimated that the building maintenance will cost \$25K to \$30K, the grounds maintenance will cost \$60K to \$70K, and the utilities costs should remain around the same average of \$15K. This makes for a grand total of \$100K to \$115K per year for routine maintenance. The City can continue to contribute \$10,950 for the grounds maintenance and

\$17,239 for utilities costs for a total contribution of \$28,189. This leaves a short fall of roughly \$71,800 to \$86,800 that will need to come from different funding sources.

The loss of RDA funds has hit all cities in California hard. It, in many cases, has rendered cities helpless to cover the costs of even the most basic routine maintenance on former RDA properties. Through the assistance of STA, the City is optimistic about exploring new possible funding sources to assist with upgrading this transit hub/City gateway and with covering the costs of a higher level of routine maintenance to the building and surrounding grounds.

Suisun Train Station Improvement Project

Prioritized Upgrades and Funding Options, 9/11/12

Funding Scenarios

Funding Source	Option A	Option B
TDA Article 3	\$30,000	\$30,000
STAF	\$70,000	\$70,000
OBAG CMAQ**	\$0	\$250,000
TOTAL	\$100,000	\$350,000

**OBAG funding would require 11.47% non-federal matching funds. Minimum local match required is \$82,390.15 with a \$250,000 OBAG allocation. Option A will meet this requirement with a combined local match of \$100,000.

Upgrades Recommended and Funding Sources

STA staff has reviewed the “wish list” of proposed upgrades provided by Suisun City staff. Based on this preliminary review, STA staff recommends prioritizing the following upgrades (based on eligible funding source):

TDA Article 3 (Upgrades must include bicycle & pedestrian elements)

- Way-finding signage
- New kiosk
- Bike locker upgrades
- Brochures
- Maps
- Other signs as needed

CMAQ and STAF

- Signage (way-finding, identity, schedule boards, electronic message boards)
- Bus Shelters
- New furnishings & seating (inside station)
- Benches
- Lighting (inside & outside station)
- New coat of paint (inside & outside station)
- Upgrades to restroom
- New wall display cases for bus & train schedules
- Upgrade display cases for bus/train schedules at bus stops
- Upgrade bus stop median concrete
- Improved placement on interior items (e.g., ticket machines and ATM)

(Note: Amtrak intends to do the ADA upgrades/improvements in at least 2 years from now)

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DATE: September 20, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12/Church Assessment and Funding Plan

This report will be provided under separate cover.

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DATE: September 20, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Funding Criteria

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 was legislation enacted with the intent 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) and MTC, with input from other regional agencies.

In late December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

On April 4th, MTC staff released additional proposed amendments to the OBAG guidelines. One of the most significant changes is the proposal to add a fourth year to the OBAG cycle, and to add one additional year of funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$18.8 million over 4 years.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and allocated \$5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning and SNCI staff. With the addition of a 4th year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million.

On July 12th, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs. A total of \$7.6 million in CMAQ funds is currently projected to be available. MTC has stated the STP/CMAQ proportion for CMAs may be changed in order to increase the STP share. If MTC does adjust the STP/CMAQ proportion, the total allocated for CMAQ-eligible projects will be adjusted.

On August 29th, the TAC discussed the draft OBAG CMAQ funding criteria, and recommended the following modifications:

- Criteria should be qualitative, not quantitative.
- Projects ranking should include support of maintenance or creation of local jobs.
- Some consideration should be given to equitable distribution of supported projects.

On September 12, 2012, the STA Board held a workshop to obtain input from the STA advisory committees and the general public on OBAG projects and criteria. At the Board meeting, the OBAG CMAQ selection criteria were discussed. Advisory committees and public comments are included in Attachment A. The STA Board modified ranking criteria 10 to specify that equity should be based upon the largest number of residents and businesses that benefit from a project, rather than its geographical location.

Discussion:

Included as Attachment B are the proposed final project screening and ranking criteria. Modifications have been made to either 1) clarify the intent of the criteria or 2) incorporate direction from the TAC and STA Board. The criteria will be used as follows:

- Screening Criteria – Projects and programs must meet all of the screening criteria in order to be evaluated further. Some of the criteria will not be applicable to countywide programs. For the Housing Element and Complete Streets criteria, jurisdictions may not currently be able to meet those requirements, but will be by the time funds are ready to be programmed. If the requirements are not met by that time, the project funds may be reprogrammed. STA staff will evaluate projects and programs for consistency with the screening criteria.
- Ranking Criteria – Projects and programs that are not eliminated by the Screening Criteria will be evaluated using the Ranking Criteria. These are primarily Yes/No criteria, and are not listed in order of importance. STA staff will develop an initial ranking list for review by the TAC in November, with the final adoption of a prioritized project list being considered by the TAC in December and adopted by the STA Board in January 2013.

Fiscal Impact:

The proposed action will not have any impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment B.

Attachments:

- A. Summary of STA Advisory Committee and Public Comments on OBAG Project and Program Selection
- B. Recommended Solano OBAG CMAQ Project and Program Criteria

**Summary of STA Advisory Committee and Public Comments on
OBAG Project and Program Selection
September 12, 2012**

Advisory Committee Comments:

- Bicycle Advisory Committee – The Vaca Dixon Bike Route is the Committee’s #1 priority and will provide cross-county connectivity; the last 3 miles of the project can be built for \$1.8 million.
- Lifeline Committee – On-demand rideshare for low income and senior riders was first priority, but is not CMAQ eligible. Top CMAQ eligible priority is the Transit Ambassador program, with Vacaville City Coach’s program cited as a good example to follow.
- Paratransit Coordinating Committee – Seniors, low income families and persons with disabilities have transit needs. Projects that support transit centers, inventory and improve the path of travel to those centers, and provide transit ambassador training are all supported by the Committee.
- Pedestrian Advisory Committee – has not been able to meet, but have a master plan with identified priorities, and find that bicycle and pedestrian projects often overlap.
- Safe Routes to Schools – Supports setting aside \$1.2 million for SR2S engineering projects to be identified later at a community level by each SR2S Advisory Committee.
- Seniors and People with Disabilities Transportation Advisory Committee – Many Committee priorities are not CMAQ eligible. The Committee generally supports any projects that improve transit centers and bicycle facilities, the transit ambassador program, and an inventory of access to key activity centers leading to improvements to better access those centers.
- Solano Express Intercity Transit Consortium – the Consortium has not met to discuss OBAG, but generally supports maintaining an adequate level of service for mass transit, replacement of transit vehicles with clean air/alternative fuel vehicles (and supporting infrastructure), transit and user training. A project involving Transportation System Management improvements on Military West in Benicia was submitted by SolTrans out as a potential project for OBAG funding.
- Technical Advisory Committee – The TAC discussed ranking qualifications rather than individual projects. The TAC recommends ratings be qualitative, not quantitative; that some consideration of funding equity be included; and, that the ability of projects to promote or retain permanent local jobs be ranked. The TAC discussed, but did not reach consensus on whether land use considerations should be included in the ranking criteria.

Public Comments:

- There is too much money and too few good projects. Much of the process is being driven by UN Agenda 21, and government is telling people what to do in areas it should not be involved in. Focus should be on maintaining roads. Big buses are usually empty and do lots of road damage, and should not be funded. Support projects that help everyone, not special interests.
- The public input is the theater of the absurd. Public comments are taken in and then ignored. We are broke, and unelected bureaucrats are driving the process by creating grand, unrealistic plans. Bicyclists should be required to be licensed and registered before they get transportation funding.
- No funding should go to projects that support stack-and-pack housing, mass transit dependence or bicycle lanes. There is quite a bit of opposition to Plan Bay Area, and the media never reports on the opposition that comes up at public meetings. People don't want regional government, and will give up the regional funds and regional projects in order to avoid regional governments. OBAG is implementation of Agenda 21.
- There is lots of local opposition to the Dixon West B Street Undercrossing, and the administrative amendment of the TIP to add the project is an attempt to circumvent public scrutiny. Comments made to MTC by STA staff distorted the issues.
- If the Dixon West B Street Undercrossing is a safety issue, the at-grade crossing should be fenced off now. Safety is a legitimate point, and criteria #3 should be used.
- Pavement maintenance requires advocacy. It is underfunded, and the Pavement Condition Index is getting lower. OBAG alone can't cure this – the solution also depends on Washington DC.
- Safe Routes to Schools projects are a win for everyone, and the program can become self sustaining.
- Paratransit is necessary for some, but is much more expensive than regular transit. An Ambassador program that shifts people from Paratransit to transit helps maintain mobility at lower cost.
- Many in Dixon lack opportunity to comment on projects and process. If the Dixon West B Street crossing is not worth fencing at this time, then the undercrossing project is not worth doing.

OBAG CMAQ Project and Program Eligibility Criteria

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be sponsored by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that prove compliance with MTC's Complete Streets policy.
- Project funds must be able to be obligated by March 31, 2016.

OBAG Prioritization Criteria (STA) based on STA Board comments of September 12, 2012

1. How many of goals of the RTP or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by:
 - Encouraging housing and employment near transit
 - Directly facilitating development investments addressing access improvements
 - Encouraging users of open space or direct consumer purchase from agricultural producers
 - Implementing a transportation and land use plan with demonstrated community consensus
3. Does the project address safety improvements?
 - Reduction in the number of collisions
 - Reduction in severity of collisions
 - Reduction in bicycle/pedestrian collisions
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
6. Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include:
 - a. Is the project identified in a locally-adopted master plan?
 - b. Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)?
 - c. What is the project delivery record of the sponsoring agency?
 - d. If the project is large, can the project sponsor deliver earlier project phases with independent utility?
7. Does the project deliver a Complete Street?
8. Is the project located in a jurisdiction that is taking a large proportion of the county's housing allocation in the upcoming Regional Housing Needs Allocation process?
9. Does the project or program support maintaining and expanding the employment base in Solano County?
10. Does the project or program benefit a large number of residents and businesses, including multiple cities?

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DATE: September 20, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Appointment of TAC Members to Arterials Committee

Background:

The Solano Comprehensive Transportation Plan (CTP) is the STA's basic policy and planning document for establishing countywide transportation goals and determining how projects and programs will be prioritized for funding. Development of the Solano CTP is in part guided by three committees, each focused on one of the three Solano CTP Elements: Arterials, Alternative Modes and Transit. Committee members are STA Board Members or Alternates, and representatives from the Technical Advisory Committee (TAC) or the Solano Intercity Express Transit Consortium.

Discussion:

With the recent retirement of Paul Wiese from the County of Solano, there is no TAC representative to the Arterials, Highways and Freeways Committee. Since the Committee will be meeting in the near future, TAC representation is requested to be appointed by the TAC.

Because of the substantial differences in roadway issues faced by the county and the incorporated cities, it is recommended that the TAC appoint two representatives to the Arterials, Highways and Freeways committee: one to represent the county, and one to represent the cities.

Fiscal Impact:

None.

Recommendation:

Appoint one county and one city TAC representative to the Solano CTP Arterials, Highways and Freeways Committee.

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DATE: September 13, 2012
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2013 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. A matrix listing the status of legislative bills for which the STA has taken a position is included as Attachment A. Legislative Updates for August are provided as Attachments B (State) and C (Federal). The Federal Funding Matrix is included as Attachment D.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2013 Legislative Platform and Priorities (Attachment E) for comment at the TAC and Consortium meetings in September. Proposed additions to the Platform have been highlighted in green and deletions by red strikethrough (Attachment E.1). The Platform with the accepted changes has been provided for your review (Attachment E.2).

STA staff will forward the Draft 2013 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings/tours in October and November with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – August
- C. Federal Legislative Update – August
- D. Federal Funding Matrix
- E. STA's Draft 2013 Legislative Priorities and Platform with Tracked Changes (Redline)

**STA Priority Bill Matrix
as of 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 57</u> <u>Beall D</u></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 88, Statutes of 2012</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 one member appointed by the San Francisco Bay Conservation and Development Commission, 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 prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last amended on 6/20/2012</p>	<p>Support 5/11/11 MTC, ABAG support</p>
<p><u>AB 1706</u> <u>Eng D</u></p> <p>Vehicles: transit bus weight.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime. This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. Last amended on 8/21/2012</p>	<p>Support with amends “to prohibit increased bus weights on residential streets” 6/13/12 CTA sponsored</p>
<p><u>AB 2200</u> <u>Ma D</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY CONCURRENCE</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles. This bill , until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the morning reverse commute direction, as defined. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. Last amended on 8/23/2012</p>	<p>Oppose 6/13/12</p>

Bill ID/Topic	Location	Summary	Position
AB 2679 Committee on Transportation Transportation: omnibus bill.	SENATE THIRD READING	Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board. This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. Amended on 8/23/2012	Support 4/11/12
ACA 23 Perea D Local government transportation projects: special taxes: voter approval.	ASSEMBLY INACTIVE FILE	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction. This measure provides that the imposition, extension, or increase of a special tax by a local government for providing funding for local transportation projects , requires the approval of 55% of its voters voting on the proposition. The measure makes conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election. Last amended on 8/20/2012	Support 4/11/12 MTC, CSAC, LCC support
SB 878 DeSaulnier D Office of the Transportation Inspector General.	SENATE CONCURRENCE	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies. This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded. Last amended on 8/22/2012	

Bill ID/Topic	Location	Summary	Position
<p>SB 1149 DeSaulnier D</p> <p>Bay Area Regional Commission</p>	<p>SENATE DEAD</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain regional agencies to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy coordinating transportation, land use, and air quality planning, with specified objectives. This bill would create the Bay Area Regional Commission with specified powers and duties, including the powers and duties previously exercised by the joint policy committee. The bill would require the regional entities that are funding the joint policy committee to continue to provide the same amount of funding as provided in the 2012-13 fiscal year, as adjusted for inflation, but to provide those funds to the commission rather than to the committee. The bill would provide for the Bay Area Toll Authority to make contributions to the commission, as specified, in furtherance of the exercise of the authority's toll bridge powers. The bill would require federal and state funds made available to the Metropolitan Transportation Commission for purposes of transportation planning to be budgeted to the Bay Area Regional Commission. The bill would specify the powers and duties of the commission relative to the other regional entities referenced above, including the power to approve the budgets of those regional entities and to develop an integrated budget for the commission and the regional entities. The bill would provide for the commission's executive director to develop a regional reorganization plan, with consolidation of certain administrative functions of the regional entities under the commission, with a final plan to be adopted by the commission by June 30, 2016. The bill would require organization of the regional entities as divisions of the commission, and would require the executive director to recommend candidates for vacant executive director positions at the regional entities as these positions become vacant. The bill would require the commission to adopt public and community outreach policies by October 31, 2015. The bill would require the commission to review and comment on policies and plans relative to the transportation planning sustainable communities strategy of the regional entities under Senate Bill 375 of the 2007-08 Regular Session, and beginning on January 1, 2017, the bill would provide for the commission to adopt or seek modifications to the functional regional plan adopted by each regional entity in that regard and would provide that the commission is responsible for ensuring that the regional sustainable communities strategy for the region is consistent with Senate Bill 375 of the 2007-08 Regular Session. The bill would require the commission to prepare a 20-year regional economic development strategy for the region, to be adopted by December 31, 2015, and updated every 4 years thereafter. The bill would require any changes proposed by the commission with respect to bridge toll revenues managed by the Bay Area Toll Authority to be consistent with bond covenants, and would prohibit investment in real property of toll revenues in any reserve fund. Last amended on 5/15/2012</p>	<p>Oppose 5/9/12</p> <p>MTC oppose</p>

Bill ID/Topic	Location	Summary	Position
SB 1160 Padilla D Communications: service interruptions.	SENATE CONCURRENCE	Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor. Existing law provides that these requirements are not applicable when charges for transmittal or delivery of the message have not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime. This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. This bill contains other related provisions and other existing laws. Last amended on 8/24/2012	Support 5/9/12
SB 1396 Dutton R Sales and use taxes: excise taxes: fuel.	SENATE T. & H.	The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. This bill contains other related provisions and other existing laws. Last amended on 4/11/2012	Oppose 4/11/12 MTC, CSAC, LCC oppose



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

September 4, 2012

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

RE: STATE LEGISLATIVE UPDATE-AUGUST

The legislature adjourned the 2011-12 regular Session on Friday, August 31. Barring a Special Session, the legislature will reconvene in December with a new class of legislators. The following is a list of issues of interest to the Authority that we have been monitoring over the course of the final weeks. The Governor has until September 30 to either sign or veto legislation.

High-Speed Rail

On July 6th, the legislature approved SB 1029, which appropriates funding for high-speed rail. The appropriation includes \$6 billion for the Central Valley (\$3.3 billion of which is a federal grant), \$1.1 billion for the “bookends”, primarily Caltrain and Metrolink (Southern California), and \$819 million for connectivity funding (\$106 million for intercity rail. The connectivity funding will allow the Capitol Corridor to use \$61 million to make improvements to expand service into San Jose.

The California Transportation Commission has been granted authority by the Department of Finance (DOF) to issue allocations immediately to begin over the Fall. Unlike recent years, DOF is not waiting for a bond sale prior to funding a project. Instead, they will borrow against existing transportation pots and reimburse those sources within the fiscal year after a sale has occurred. This traditional strategy will help ensure that projects are expedited while reducing the state’s liability of incurring bond debt service.

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.

The bill (AB 2679) has been enrolled to the Governor for consideration of a signature.

Other bills of interest:

- 1. AB 1706 (Eng)** Suspends axle weight limits of public transit buses until December 31, 2015. Weight limits have not kept up with state and federal mandates, such as the Americans with Disabilities Act or clean fuel standards. As a result, local law enforcement has cited transit agencies for running heavy buses. The purpose of the bill is to provide bus manufacturers with time to make adjustments to the weight of a bus while suspending transit operators from being cited. The bill is being sponsored by the California Transit Association.

Recent amendments to the bill exempt existing fleets from being cited, enforce the 20,500 lb. per axle limit beginning in 2015, and allow transit providers to procure new buses between January 1, 2013 and January 1, 2015, only on a "like-for-like" basis or to incorporate a new type of bus into their fleets, pursuant to a public hearing at which the transit agency is required to make a finding of need based on agency's most recently adopted Short Range Transit Plan.

The bill has been enrolled to the Governor for consideration of a signature.

2. **AB 2200 (Ma)** Suspends the operation of high-occupancy vehicle (HOV) lanes in the Interstate 80 corridor within the jurisdiction of the Metropolitan Transportation Commission (MTC) during the reverse commute direction (SF to Sacramento in the morning and Sacramento to SF in the evening). The author contends that HOV lanes during the reverse commute hours are under-utilized and therefore should be treated as mixed flow lanes.

The previous version of the bill (August 6th) would have eliminated, until January 1, 2020, the high-occupancy vehicle (HOV) lanes in the Interstate 80 (I-80) east bound corridor within the San Francisco Bay Area during reverse commute hours. The introduced version also applied to westbound lanes during reverse commute hours.

The author's office contends this is necessary to make the underutilized HOV lane available to all drivers and relieve congestion in the rest of the lanes travelling that direction. Caltrans states that the ideal capacity of HOV lanes is between 1,600 and 1,650 vehicles per hour. According to the author's office, in 2002 only 200 to 700 vehicles accessed the HOV lanes per hour during the reverse commute time period.

Further, a Legislative Analyst's Office report from January 2000 stated that HOV lanes statewide were only operating at two-thirds capacity. Relying on this data, the author's office concludes that drivers have not fully utilized these HOV lanes and therefore eliminating the HOV access requirement will not adversely impact HOV lane users. At the same time, this bill will relieve congestion in the other lanes.

Given STA's opposition to the bill, the author took amendments on August 23 (the most recent version of the bill) to allow the Caltrans Director to sunset this legislation before January 1, 2020 if he or she determines that the HOV lanes have been converted to high-occupancy toll lanes. STA is estimated to implement HOT lanes by 2016. With the amendments, STA's Executive Committee voted to remove its opposition to the bill.

Assembly Members Allen and Yamada and Senators Evans and Wolk voted No on the bill, while Assembly Member Bonilla abstained. The bill has been enrolled to the Governor for consideration of a signature.

3. **AB 1780 (Bonilla)** assigns responsibilities, including cost-sharing responsibilities between local transportation planning agencies and Caltrans, for completion of project study reports (PSRs), or equivalent planning documents. It also directs Caltrans to review and approve PSRs or equivalent planning documents that are prepared by other entities for projects on the State Highway System. Mandates that, for state highway projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program, Caltrans is to review and approve the PSR or equivalent planning document at its own expense; for other projects, Caltrans's costs for review and approval of the PSRs or equivalent planning documents are to be paid by the entity performing the work.

PSRs and equivalent planning documents (referred to collectively as project initiation documents, or PIDS) are used to document the initial stages of a project's development.

They contain specific information related to a project idea such as the identification of the transportation problem that is to be addressed, an evaluation of potential alternatives to address the problem, and the justification and description of the preferred solution. Each PSR also includes the estimated cost, scope, and schedule of the project-information needed to decide if, how, and when to fund the project. Existing law requires PSRs to be completed before a project can be included in an adopted STIP and the California Transportation Commission (CTC) administratively requires PSRs for projects to be included in the State Highway Operation and Protection Program.

Caltrans' efforts related to preparing and providing oversight for PIDS, including development of PSRs, have come under scrutiny in the last couple of years, focused largely on a significant over-production of PIDs and resultant wasteful costs. Much of the scrutiny was as a result of the Legislative Analyst's Office (LAO) budget analyses that identified deficiencies in the program, including (in addition to the over-production issue) a lack of any cost-sharing arrangements with other agencies for the development of PIDs. As a result, the Legislature requested Caltrans to collaborate with external stakeholders to identify ways to improve the project initiation process, including consideration of potential cost-sharing arrangements and a streamlined PID process.

Caltrans responded to LAO's concerns and recommendations by working with local agencies and the CTC to streamline PIDs. These efforts sought to ensure that PSRs did not include more information than was prudent to collect at the beginning stages of a project's development and that PSRs were not being done for more projects than could reasonably be expected to be developed.

Budget discussions are continuing this year and continue to focus on: 1) identifying the appropriate source of funding for PSRs and other planning documents; and 2) resolving the appropriate content and scope of these documents. Previous attempts by the Legislature to ensure that Caltrans be responsible for costs for locally-sponsored state highway projects have been twice vetoed by the Governor, who directed, instead, that Caltrans' costs for the work be reimbursed by local agencies.

A deal was finally reached with DOF to do the following:

- Specify that the PID development and oversight will not be charged indirect costs.
- Add reimbursement for locally-sponsored oversight and PID development
- Assumes SHA funding for state and joint sponsored projects.
- Contains language regarding cooperative agreements to reinforce the effort to create a standard agreement that will be easier for locals.

5. **ACA 23 (Perea)** this bill would amend the Constitution to lower the vote threshold, from 66% to 55%, for local transportation sales tax measures.

As expected, the bill died on the Assembly Floor because the author failed to acquire any Republican votes to meet the required two-thirds vote threshold.

6. **SB 878 (DeSaulnier)** The previous version of the bill (August 6) would have established an independent Office of Transportation Inspector General (OTIG) to ensure that transportation funds are operating efficiently, effectively, and in compliance with applicable federal and state laws. The OTIG is to review policies, practices, and procedures, and conduct audits and investigations of all activities involving state transportation funds, in consultation with all affected agencies.

The bill would stipulate that funding for OTIG shall come from federal transportation funds to the extent possible, with any shortfall in federal funding to come proportionately from the Highway Users Tax Account and an account funding high-speed rail.

According to the author, as the state's transportation resources diminish, efficient and effective use of every dollar becomes increasingly critical. The author believes an office of inspector general will help encourage improved use of state resources. Further, in light of recent findings raising concerns about Caltrans' bridge inspection program, the author believes an independent office such as the one proposed would improve the safety of the state's transportation system.

The bill however was amended on August 22 to exempt regional or local transportation agency programs or operations that do not include any state funding, or to any state programs or operations with projects or activities that do not include more than 25 percent state funding from audits.

Given the limited impact on STA, the Executive Committee changed its recommendation from an oppose to neutral position.

The bill has been enrolled to the Governor for consideration of a signature.

STA Tours

Your legislative advocacy team is in the process of coordinating tours this Fall of the county's priority projects with our legislative delegation and key administration officials from BT&H, Caltrans and CTC.

M E M O R A N D U M

August 29, 2012

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

Since the President signed the Moving Ahead for Progress in the 21st Century (MAP-21) Act into law on July 6, we have analyzed the law and monitored the Department of Transportation's process for implementing the various new requirements. We have reported to STA staff on opportunities and obligations and how STA can best pursue federal funding for its priorities.

Fiscal Year 2013 Appropriations

The House and Senate leadership and President Obama have agreed to advance a six-month continuing resolution that will fund the federal government through March 2013. The agreement would prevent the threat of a government shutdown one month prior to the elections. The continuing resolution will fund the government at the \$1.047 trillion discretionary spending limit adopted last August as part of the Budget Control Act. The House appropriations bills included deeper spending cuts, but House Conservatives agreed to the higher spending levels in the continuing resolution so that they could avoid a pre-election confrontation and postpone spending cuts until the next Congress.

Congress will focus its efforts during the lame duck session on averting the mandatory sequestration adopted in the Budget Control Act. The Act requires discretionary spending cuts of 8 percent for non-defense programs and 10 percent for defense programs to take effect on January 2. If sequestration takes effect, highway and transit programs funded through the Trust Fund would not be reduced. Discretionary spending, funded with general revenues, however, would be reduced. Congress may pass a budget agreement prior to January 2 to avert the sequestration, but is likely to cut spending for certain if not all discretionary programs as part of any budget compromise. The Administration has demanded that tax increases be part of any budget compromise to minimize the reductions to federal programs.

Expired Tax Deductions

On August 2, the Senate Finance Committee marked up a bill that would provide transit riders with the same benefit as those received by employees who pay for parking. The provision was included in a \$205 billion package that would reauthorize a number of expired or expiring tax benefits, including a fix for the alternative minimum tax, credits for research and development, and a bonus depreciation write-off. The transit provision would increase the maximum monthly benefit from \$125 to \$240. The deduction would be retroactive to January 2012, when the provision expired, and would expire in January 2014. The bill also included an alternative fuel

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tax credit against the federal excise tax on fuel for transit providers with vehicles in their fleets that utilize Compressed or Liquefied Natural Gas (CNG/LNG).

In light of the short time before Congress recesses for the elections, it is not likely that the Senate will have time to approve this bill and send it to the House. Even if the Senate does approve the bill, it is not clear whether the House will approve it.

Request for Comment on New Categories of Categorical Exclusions

On August 15, the Federal Highway Administration (FHWA) [requested comment](#) from transportation stakeholders regarding proposed new categories of categorical exclusions. FHWA's survey will describe: (1) the use of categorical exclusions in transportation projects since 2005; (2) a description of the types of actions categorically excluded; and (3) any requests received by the Secretary for new categorical exclusions. FHWA is required to publish the survey within 60 days of enactment of MAP-21. The survey will be followed by a notice of proposed rulemaking within 120 days of enactment.

TIFIA Funding and Application Process

On July 27, DOT issued a Notice of Funding Availability and Request for Comment on the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The notice reflects changes to the program in MAP-21. TIFIA provides low cost financing at treasury rates for projects that cost at least \$50 million and have a revenue stream against which a sponsor can pledge repayment of the loan.

MAP-21 authorized about \$690 million for the TIFIA program in fiscal year 2013 and \$920 million in fiscal year 2014, which will leverage about \$6.9 billion in loans in FY 2013 and \$9.2 billion in 2015. Because of the significant funding increase, DOT will accept applications on a first come-first served basis.

Under MAP-21 applicants can seek financing of for up to 49 percent of the project's eligible costs. Applicants must submit a letter of interest that describes the project and location, purpose and cost, outlines the proposed financial plan, including the requested credit assistance and proposed obligor, provides a status of the environmental review and provides information regarding the satisfaction of other eligibility requirements. DOT has a form application. The form requires project sponsors to provide a rationale for the amount of credit assistance they are seeking and to state whether they have flexibility in their financial program to finance the project with a reduced percentage of TIFIA credit assistance.

Before DOT completes its review of a letter of interest, it will ask applicants to provide a preliminary rating opinion letter. MAP-21 requires that DOT inform applicants within 30 days of receipt of an application whether the application is complete. No later than 60 days after issuing such notice, DOT must advise applicants whether the application is approved or disapproved.

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Rescission and Reprogramming of Highway Earmarks

On August 17, DOT Secretary Ray LaHood announced that DOT would rescind \$470 million in unspent earmarks allocated in fiscal years 2003-2006 and redistribute the funding to states in an effort to create activity in the construction sector.

DOT provided a list of the rescinded earmarks, which did not include any STA projects. States were asked to submit projects to DOT for review by October 1, 2012, and must be able to obligate the funding by December 31, 2012. According to the chart released by DOT, California is eligible to redirect about \$43 million. Highway, transit, rail and port projects are eligible.

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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 (applied for \$12M in TIGER III – not awarded)	Steve Hartwig
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. \$1,150,000 awarded 08/02/12	David Kleinschmidt
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	Mona Babauta

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.		
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	(Due to MTC 2/15/2012) 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.		
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	(Due to MTC 2/22/2012) 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.		

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 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	\$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 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	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."		

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 applications to their local FHWA division office.	\$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."		
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.		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
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.		
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.		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Alternatives Analysis	Federal Transit Administration	States, MPOs and local government authorities	\$25 million	4/19/2012	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.		
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	\$20 million	6/4/2012	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. 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.		
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses.FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		

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-Solano Transportation Authority **20122013 DRAFT Legislative Priorities and Platform**

(for consideration by TAC/Consortium 9/26/12)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and programs:

Roadway/Highway:

Tier 1:

- I-80/I-680/SR 12 Interchange
- Jepson ~~Parkway~~ *Parkway*
- *I-80 Express Lanes*

~~_____~~ Tier 2:

- I-80 Westbound Truck Scales
- *SR 12 East Improvements* ~~I-80 Express Lanes~~

Transit Centers:

~~_____~~ Tier 1:

- ~~_____~~ *Fairfield/Vacaville Multimodal Train Station, Phase 2*
~~Transportation Center Expansion~~
- ~~_____~~ *Vallejo Transit Center at Curtola and Lemon, Phase 1*
- *Vallejo USPS Relocation (advance project of Transit Center Parking Structure)*

~~_____~~ *Vacaville Transit Center, Phase 2*

~~_____~~ Tier 2:

- ~~_____~~ *Fairfield/Vacaville Multimodal- Transportation Center Expansion*
~~Train Station, Phase 2~~
- ~~_____~~ *Vallejo Transit Center (Downtown) Parking Structure Phase 2*
- *Parkway Blvd. Overcrossing / Dixon Intermodal Station*
- *Vacaville Transit Center, Phase 2*

~~_____~~ *Dixon Intermodal Station*

Programs:

~~_____~~ *Climate Change/Alternative Fuels*

- ~~_____~~ *Safe Routes to School-Four years of SR2S Funding and 2 years of walking school bus grant*

- *Safe Routes to School*
- *Mobility Management*
- *Climate Change/Alternative Fuels*

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

2. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
3. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.\
12. Support development of a national freight policy that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #~~8~~6)*

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. *(Priority #9)*
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #107)*
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Support policies that improve and streamline the environmental review process.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
- ~~5.6.~~ *Monitor implementation of the environmental streamlining provisions in MAP-21.*

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
- ~~3. Sponsor legislation that makes needed technical corrections to the statute enacted pursuant to the Solano Transportation Authority's (STA) 2009 sponsored bill providing eligibility for the STA to directly claim the share of Transportation Development Act (TDA) funds available to cities in the county and the county, up to 2.7%, and authorizing the STA to claim State Transit Assistance program funds directly from MTC. (Priority #5)~~
- ~~4.~~3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
- ~~5.~~4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
- ~~6.~~5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). (Priority #149)
- ~~7.~~6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. (Priority #2)
- ~~8.~~7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. (Priority #3)
- ~~9.~~8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
- ~~10.~~9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
- ~~11.~~10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. (Priority #75)
- ~~12.~~11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #86)
12. *Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. (Priority #10)*

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

13. *Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. (Priority #12)*
- ~~13. Support federal and state legislation framed by California Consensus Principles (Item #XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). (Priority #12)~~
- ~~14. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.~~
- ~~15. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIII, Attachment A), focusing efforts on securing funding for high priority regional transportation projects.~~
- ~~16. Oppose efforts to eliminate the federal Transportation Enhancement (TE) Funding program and support maintaining current levels of TE funding for transportation projects in Solano County. (Priority # 13)~~
14. *Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.*

~~17.~~ 15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

~~18.~~ 16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.

~~19.~~ 17. Monitor the distribution of State and regional transportation demand management funding.

~~20.~~ 18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.

~~21.~~ 19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #64)*

~~22.~~ 20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

1. Monitor ~~legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.~~ *implementation of MAP-21 provisions that would expedite project delivery.*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
- 3.4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
- 4.5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #43)*
- 5.6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

IX. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
9. *Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.*

XII. Movement of Goods

1. *Monitor and participate in development of a national freight policy and California's freight plan.*
- ~~1~~.2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
- ~~2~~.3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
- ~~3~~.4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
- ~~4~~.5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

- ~~5.6.~~ Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
- ~~6.7.~~ Monitor legislation to establish a national freight policy and fund freight-related projects. *(Priority #12)*

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

XIII. Federal New Authorization Policy Reauthorization of MAP-21

~~The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:~~

Recommended Objectives for Reform:

- ~~• Increased Public and Private Investment~~
- ~~• Federal Government a Full Partner~~
- ~~• A New Beginning~~

Major Changes Necessary to Accomplish Objectives:

~~1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:~~

- ~~• Rebuilding America — state of good repair~~
- ~~• Global Competitiveness — gateways and goods movement~~
- ~~• Metropolitan Mobility — regions greater than 1 million population~~
- ~~• Connecting America — connections to smaller cities and towns~~
- ~~• Intercity Passenger Rail and Water Transit — new regional networks in high-growth corridors~~
- ~~• Highway Safety — incentives to save lives~~
- ~~• Environmental Stewardship — both human and natural environments~~
- ~~• Energy Security — development of alternative transportation fuels~~
- ~~• Federal Lands — providing public access on federal property~~
- ~~• Research and Development — a coherent national research program~~

~~National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.~~

~~2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:~~

- ~~a. Oversee various aspects of the development of the outcome-based performance standards.~~
- ~~b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.~~

~~3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.~~

2012 STA Legislative Priorities and Platform

(Amended by the STA Board 01/11/12 for consideration by TAC/Consortium 9/26/12)

- ~~4.~~ Major revenue reform is necessary:
 - ~~a.~~ All levels of government and the private sector must contribute their appropriate shares.
 - ~~b.~~ User financing must be implemented.
 - ~~c.~~ Budgetary protections for the Highway Trust Fund must be put in place.
 - ~~d.~~ Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.
1. *Support timely reauthorization of MAP-21. (Priority #10)*
2. *Legislation should provide stable funding source for highway and transit programs.*
- ~~5.~~3. Between 2010~~5~~ and 2025:
 - ~~a.~~ Federal fuel tax should be raised and indexed to the construction cost index.
 - a.
 - ~~b.~~ Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - b.
 - ~~c.~~ Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - ~~d.~~ Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ~~e.~~ Congestion pricing in metropolitan areas with populations greater than 1 million.
 - ~~f.~~ Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
 - ~~g.~~c. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
- ~~6.~~4. Post-2025:
 1. A vehicle miles traveled (VMT) fee should be implemented.
5. *Legislation should include separate funding for goods movement projects.*
6. *Legislation should include discretionary programs for high priority transit and highway projects.*
7. *Legislation should further streamline project delivery.*

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DATE: September 17, 2012
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Green Valley Interchange Cost Sharing Proposal

Background:

The I-80/I-680/SR 12 Interchange Project will be built in construction packages as funding becomes available. The \$111 million Initial Construction Package is fully funded with \$24 M Proposition 1B Trade Corridor Improvement Funds (TCIF), \$11 M State Transportation Improvement Program (STIP) funds, and \$76 M Bridge Tolls. With the environmental phase of the Project expected to be concluded in October 2012, staff is finalizing all outstanding issues relating to this first construction package. These include:

- ✓ Completing Right-of-Way Acquisition (Offers have been made)
- ✓ Finalizing the Swap for the Green Valley Middle School Property
- ✓ Finalizing the Utility Agreements (including utility relocation reimbursements from the cities of Fairfield, Vallejo, Benicia)
- ✓ Obtaining permits from resource agencies
- ✓ Entering into contracts for environmental mitigation (Red Legged Frog, Butterfly, Wetlands, Beetle)
- ✓ Cost Sharing Agreement with City of Fairfield for Green Valley Interchange (subject of staff report)

The STA Board has adopted a 50/50 policy for Routes of Regional Significance and Interchanges of Regional Significance. This policy covers routes and interchanges that provided an equal benefit to local and regional travel. For these routes and interchanges, the costs should be shared equally between regional funds and local funds. This policy was first discussed as part of the North Connector Project and Leisure Town Interchange Phase of the Jepson Parkway. It is being fully implemented as part of the remaining phases of the Jepson Parkway Project.

The Green Valley Interchange reconstruction was originally initiated by the City of Fairfield in the late 1990's/early 2000 period. The Interchange is currently substandard with regard to sight distance, capacity and safety for pedestrians/bicyclists. Further, the City's approval of development north and south of I-80 have further necessitated the need to replace the structure. The City had begun the long process of initiating a Project Study Report with Caltrans, but was told by Caltrans to hold off until the geometrics for the I-80/I-680/SR 12 Interchange Complex were determined as the length of the bridge over I-80 was a necessary, but unknown factor in the reconstruction of this interchange. The STA, in partnership with Caltrans, are nearing completion of the comprehensive environmental phase of the Interchange Complex, which includes the replacement of the Green Valley Interchange. The Green Valley Interchange is proposed to be replaced as part of the I-80/I-680/SR 12 Interchange Complex because of the need to add additional through lanes on I-80. This work is proposed as part of the Initial Construction Package (ICP) that will be ready to begin construction in 2013.

STA staff has held a couple of meetings with City of Fairfield staff on the proposed 50/50 cost sharing over the past year. STA staff has notified Fairfield staff of the total estimated cost of the Green Valley Interchange replacement. As part of the initial discussions, the STA staff has proposed that the lands that were held by the Fairfield Redevelopment Agency for this project would be appraised at fair market value and used as an in kind local contribution to the 50/50 funding formula for the construction project. Any remaining local contributions could be paid back to the Interchange complex over a period of time as agreed to by both parties. This approach is again modeled after the recently developed Jepson Parkway project's funding agreements.

The estimated cost for the Green Valley Interchange portion of the ICP is \$37.950 M . This includes the construction, construction management, utility relocations (including PG&E Gas Valve Lot), and right-of-way. The right-of-way has been appraised at fair market value by an independent appraiser. The appraisal includes a value for the Redevelopment Agency (RDA) properties for a "cost sharing" basis.

Consistent with the STA's adopted 50/50 policy, the proposal is at 50/50 for a local contribution total of which \$8.7 M is an in kind contribution. Therefore, the City would over a period of time, proposed at 5 years starting in FY 2014-15, pay an agreed amount to provide the remaining share local match funding for the Green Valley Interchange. These funds would return to the I-80/I-680/SR 12 Interchange Project to begin to advance or get shelf ready the remaining packages for the Interchange Complex. STA staff is working with City of Fairfield staff to finalize the specifics of a Green Valley funding agreement.

Recommendation:
Informational.



DATE: September 14, 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 (P3), 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
- Leverage existing funding
- Spur economic growth

P3 Examples

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. Today, that toll facility is owned by the Orange County Transportation Authority (OCTA), but still operated by a private firm. Between 2003 and 2011, OCTA has collected approximately \$155 M of net revenues after debt service for Route 91.

A more local and ambitious example would be the Presidio Parkway/101 Doyle Drive Project in San Francisco, where 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. According to Kome Ajise, Public-Private Partnership Program Manager for Caltrans, while the project might have been slowed down by litigation, the project's court findings pave the way forward for future P3 partnerships at the state, regional, and local levels.

Prior STA Board Actions to Budget and Advertise for a P3 Feasibility Study

On June 9, 2010, the STA Board authorized the Executive Director to Release a Request for Proposals (RFP) for the Public Private Partnership (P3) Feasibility Study, enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000, and hire project management assistance to lead the effort.

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.

Discussion:

Complementing Other STA Studies with a P3 Study

As capital needs are identified in both the Solano Coordinated Short Range Transportation Plan (SRTP) and the STA's Alternative Fuels Study, the STA proposes to study the potential for P3 agreements to accelerate the delivery of these capital projects and facilities. The STA has needed to rescope the P3 effort around these complementary plans, resulting in a delayed release for a Request for Proposals. Project management of the P3 study has also been shifted from consultant project managers to in-house staff to better coordinate these study efforts.

Public-Private Partnership Feasibility Study: Scope and Development Timeline

STA staff worked with various public works staff and transit staff as part of a new Public-Private Partnership Technical Committee (P3T) and discussed their interests in studying a variety of aspects of P3s to advance the delivery of future transit center construction phases as well as finalize a scope of work (see Attachment A). The success of the study's scope of work will be based in part on how willing project sponsors are to evaluating the potential for and reality of P3 financing for this set of transit facilities. STA staff envisions working also with a P3 Policy Committee (P3P) to evaluate political feasibility of P3 recommendations as the study develops, targeting STA Board review and approval by June 2013.

P3 Consultant Contract

On September 12, 2012, the STA Board authorized the Executive Director to enter into a contract for consultant services with KPMG for a Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$150,000.

Recommendation:

Informational.

Attachment:

- A. Project Deliverables and Approach For the Public-Private Partnership Feasibility Study
In Solano County

POTENTIAL DELIVERABLES AND APPROACH

Potential Deliverables:

The following list of potential deliverables is based on preliminary review of other P3 suitability and feasibility studies, draft Caltrans P3 guidelines, and P3 Steering Committee member requests. Proposing firms are encouraged to modify this list of potential deliverables within their proposal. If firms choose not to include elements of any potential deliverable listed below, firms are required to discuss this decision briefly in the proposed approach and deliverables section.

1. Introduction: Public-Private Partnerships & Transit Projects
 - 1.1. Overview of various P3 models compared to traditional models
 - 1.1.1. Legislative Authority
 - 1.1.2. Design-bid-build, Design-build-finance, Design-Build-Finance-Operate-Maintain
 - 1.2. Examples of Transit P3s
 - 1.2.1. Bay Area, California, and National P3s
 - 1.2.2. Lessons Learned from Past P3s
 - 1.3. Feasibility Analysis Methodology and Criteria
2. Suitability: Existing Transit Centers, Future Phases, and Additional Potential
 - 2.1. Current I-80 Transit Centers and Development Progress
 - 2.1.1. Dixon
 - 2.1.1.1. Dixon Multimodal Transportation Center
 - 2.1.2. Fairfield
 - 2.1.2.1. Fairfield Transportation Center
 - 2.1.2.2. Fairfield/Vacaville Train Station
 - 2.1.3. Suisun City
 - 2.1.3.1. Fairfield/Suisun Train Station
 - 2.1.4. Vacaville
 - 2.1.4.1. Vacaville Transportation Center
 - 2.1.5. Vallejo
 - 2.1.5.1. Curtola Parkway & Lemon Street Transit Center
 - 2.2. Project costs and operating & maintenance (O&M) costs from STA Plans & Studies
 - 2.2.1. Solano Coordinated Short Range Transportation Plan (SRTP),
 - 2.2.2. I-80/I-680/I-780/SR 12 Transit Corridor Study,
 - 2.2.3. STA Safe Routes to Transit Plan, and
 - 2.2.4. STA's Alternative Fuels Study
 - 2.3. Increasing Suitability with additional potential uses and designs
 - 2.3.1. Shared-use, mixed-use
 - 2.3.2. Nearby land uses and multimodal connections
 - 2.3.3. Automated Parking Fee Collection
 - 2.3.4. Automated security
 - 2.3.5. Solar Panels

- 2.3.6. Advertising
- 2.3.7. Alternative Fueling
- 3. Relationships: Potential P3 Partners
 - 3.1. Issue Request for Interest (RFI) based on planned projects and additional potential uses & designs
 - 3.1.1. Finance/Investment Partners (e.g., Meridiam, National Standard)
 - 3.1.2. Land Developers (local, regional, non-profit)
 - 3.1.3. Small Business/Franchise Owners
 - 3.1.4. Transit Service Providers
 - 3.1.5. Parking Enforcement Service Providers
 - 3.1.6. Alternative Fuels Providers
- 4. Revenue: Available P3 grants and financing
 - 4.1. Revenue Generation
 - 4.1.1. Parking Fees
 - 4.1.2. Tenant Leases
 - 4.1.3. Solar Panels
 - 4.1.4. Advertising
 - 4.1.5. Alternative Fueling
 - 4.2. Federal TIFIA & PABs
 - 4.3. Milestone or Availability Payments
 - 4.4. Concessions
- 5. Risk: Allocation of Risk between Public and Private Partners
 - 5.1. P3 Models Transfer Risk, by Project
 - 5.1.1. Design-Bid-Build
 - 5.1.2. Design-Build-Finance
 - 5.1.3. Design-Build-Finance-Operate-Maintain
- 6. Feasibility: P3 Transit Center Projects in Solano County
 - 6.1. Analysis Methodology
 - 6.1.1. Project Selection Attributes
 - 6.1.2. Screening and Selection Process
 - 6.1.3. Project Suitability
 - 6.2. Feasibility Analysis meetings with each project area and potential partners
 - 6.3. Risk Analysis & Cost Assumptions
 - 6.4. Qualitative & Quantitative Analysis of P3 delivery and O&M models
 - 6.5. Recommended P3 projects in Solano
 - 6.6. Comparison of delivery alternatives to P3 delivery recommendations
- 7. Implementation: P3 Delivery Models for Feasible Projects
 - 7.1. P3 agreements and management structures
 - 7.1.1. Dedicated P3 authority and staff
 - 7.1.2. Consistent & Clear P3 Policies (addressing unsolicited proposals)
 - 7.2. Procurement/advertisement process for recommended P3s (industry review meetings, RFQ, pre-proposal, RFP)
 - 7.3. Draft & Final P3 Feasibility Study

Potential Approach

Selected consultants will work closely with STA staff and the STA's Public-Private Partnership Steering Committee (P3S), composed of transit operators, public works staff, planners, and finance staff, who help build, operate, and maintain transit centers along I-80 & train stations to produce a Public-Private Partnership Feasibility Study. Steering committee members may be expanded to include potential P3 partners and are estimated to meet about four times over the course of a year to complete the study.

Potential Steering Committee Meetings and Agenda Items

- 1) Introduction to P3s and Examples,
 - a. potential deliverables under item 1
- 2) Individual suitability meetings with agency staff and potential partners,
 - a. potential deliverables under items 2.3, 3.1, and 6.2
- 3) Review Feasibility Analysis,
 - a. potential deliverables under items 6.2 to 6.5
- 4) Review Implementation Steps and Final study document.
 - a. potential deliverables under item 7

Potential Project Timeline

The timeline below is based on the potential deliverables and approach described in earlier sections. The proposal may deviate from this potential project timeline with the exception of beginning the project and completing a revised scope of work.

Task	Timeframe
1. Begin project	08-03-2012
2. Revise Project Budget and Scope of Work	08-06-2012 to 08-10-2012 (1 week)
3. Complete deliverables	08-13-2012 to 04-30-2013 (9 months)
4. Present draft and final feasibility study to STA Advisory Committees and STA Board	05-01-2013 to 06-30-2013 (2 months)

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DATE: September 14, 2012
 TO: STA TAC
 FROM: Sam Shelton, Project Manager
 RE: Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals

Background:

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA focuses limited federal and state funding, projected over the next 25 years, on mostly a handful of regionally significant projects (Attachment A). While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA still depends on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, additional local funds will be needed to achieve these goals.

STA 50/50 Policy Only Pays for 50% of Any Local Reliever Route Project

Many of the top priority RTP listed projects assume that the STA will fund 50% of the project's costs while the other 50% must come from local funding sources, such as bond measures or impact fees. For example, several segments of the Jepson Parkway have agreements with detailed funding strategies between the STA and Fairfield, Solano County, and Vacaville to fund these segments with an estimated 50% local funds. A Regional Transportation Impact Fee (RTIF) would count towards the local contribution.

RTIF Development Progress

On December 10, 2008, the STA Regional Transportation Impact Fee (RTIF) Policy Committee of Solano County's mayors, city managers, a county supervisor, and the county administrator as well as the STA Board approved the scope of the STA's RTIF Nexus Study. Since that time, STA staff and the study consultants, has completed the following deliverables of that study's scope along with an update to the STA's travel demand model:

Date Completed	Regional Transportation Impact Fee (RTIF) development milestones
07-09-2008	STA Board Direction to conduct RTIF Feasibility Study
12-10-2008	RTIF Scope of Work approved by STA RTIF Policy Committee and Board
01-14-2009	RTIF Feasibility Study Approved by STA Board
01-05-2009	Request for Proposals (RFP) for Nexus Study Consultant Services
03-06-2009	Economic Planning Systems (EPS) Selected for RTIF Nexus Study
09-10-2009	EPS Scope amended to update STA travel demand model for RTIF uses
03-10-2010	STA Board approves STA Comprehensive Transportation Plan (CTP) Project List
03-10-2010	STA Board approves RTIF project eligibility and ranking criteria (217 projects)
05-12-2010	STA Board approves RTIF project list based on CTP list and draft costs (89 projects)
01-13-2011	RTIF Working Group refines project list based on approved criteria (28 projects)
06-22-2011	STA Model TAC approves use of STA travel demand model for RTIF uses
09-12-2011	RTIF Working Group approves nexus and project cost estimation methodology
03-12-2012	RTIF Working Group forwards draft implementation packages to STA TAC (12 projects)

Since September 2011, STA and EPS staff have worked to finalize a technically sufficient RTIF Nexus Study for RTIF and STA committee review and approval.

Discussion:

RTIF Working Group Requests to Develop Implementation Packages

At the September 12, 2011 RTIF Working Group meeting, many different implementation options and their associated revenue estimates were presented to the RTIF Working Group. Working group members recommended approval of preliminary project cost estimates and the maximum nexus methodology and draft calculations. During the topic of “Revised RTIF Implementation Options & Revenue Estimates”, working group members were generally supportive of the technical accuracy of the information, but requested additional time to discuss specific implementation options and projects in preparation for a presentation to a future RTIF Policy Committee meeting.

County of Solano Public Facility Fee Study Underway

By July 2012, the County of Solano entered into a contract for consultant services for a comprehensive analysis and update of Solano County Public Facilities Fees. The scope of work specifically describes how "Solano County is considering establishing and/or modifying Public Facilities Fees to include roads and animal control facilities". Since then, STA staff and County of Solano staff have discussed the potential for STA RTIF roadway capacity projects coordinate with or be incorporated into the County's Public Facility Fee rather than establishing a new RTIF fee.

RTIF Working Group Revises RTIF Packages and Recommends Pursuing Public Facility Fee Partnership

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee. During August and September 2012, STA and County staff have revised the March 2012 packages to include a 6th package for unincorporated roadway improvements (Attachment B). The following RTIF projects and project working groups are part of the proposed RTIF implementation packages.

Agencies	Project	Project Cost
<i>Package 1, Jepson Parkway Corridor</i>		
Fairfield	Remaining Segments of Jepson Parkway	\$ 28.0 M
Vacaville	Remaining Segments of Jepson Parkway	\$ 93.1 M
<i>Package 2, State Route 12 Corridor</i>		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	\$50.0 M
Rio Vista	State Route 12, Church Road Interchange	\$ 2.0 M
<i>Package 3, Solano 360 Project Area Investments</i>		
City of Vallejo	SR37/Redwood St/Fairgrounds Dr	\$ 65.0 M
County of Solano	360 Transit Center Improvements	TBD
<i>Package 4, Central County I-80 Reliever Route</i>		
City of Fairfield	North Connector West	\$ 32.0 M
County of Solano	Local Project Share	TBD

Package 5, Express Bus Transit Centers and Train Stations

City of Benicia	Benicia Industrial Park Multi-modal Transit Center	
City of Dixon	Dixon Multimodal Transportation Center	
City of Fairfield	Fairfield Transportation Center, next phase	
City of Fairfield	Fairfield/Vacaville Train Station, next phase	5% of total
City of Suisun City	Suisun City Train Station improvements	fees collected
City of Vacaville	Vacaville Transportation Center, next phase	
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase	
Solano County	360 Project Area Transit Center	

Package 6, Unincorporated County Roadway Improvements

Countywide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected
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March of 2012, the RTIF Working Group also recommended the following allocation policies and strategies to deliver these packages of projects:

1. Countywide fees collected should be returned to each district, with 5% taken off the top for Package #5 Express Bus Transit Centers and Train Stations.
2. District Working Groups should develop recommendations for how to spend fees on RTIF projects within each district.
3. Fees collected would count towards the local share of STA's 50/50 policy.
4. STA Board recommends how Package #5 transit funds are allocated, through coordination with the STA TAC and Transit Consortium Committees.

The RTIF Working Group approved this recommendation on a 6-1 vote, with the City of Vacaville voting against the recommendation and the City of Vallejo being absent from the discussions. STA staff intends to reconvene the RTIF Policy Committee to discuss this RTIF Working Group's recommendations and the potential for coordinating STA's RTIF process with the County's Public Facility Fee update process.

Recommendation:

Informational.

Attachments:

- A. STA Submitted T-2040 Regional Transportation Plan (RTP) Projects (03-19-2012)
- B. Revised Feasible RTIF Implementation & Revenue Projection Packages (09-14-2012)

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Projects Recommended for Inclusion in Solano Transportation Authority's (STA) Regional Transportation Plan (RTP)
 Submittal to the Metropolitan Transportation Commission (MTC)

Updated March 2012

* funding in thousands

	Projected Revenues	Total Project Costs	Recommended RTP Project Funding	Running Balance
MTC Project Budget for Solano County (Oct 6, 2011)	\$ 645,500		\$	645,500
Mandatory OneBayArea Grant Projects		\$ 276,500	\$ 276,500	\$ 369,000
STA Planning Funds TLC/PDA Projects				
Bike/Ped/SR2S/SR2T/Planning/Alt Fuel				
Local Streets and Roads Maintenance				
Recommended RTP Projects for Solano County (RTP ID No.)*				
80/680/12 Interchange (230326)		\$ 700,000	231,200	\$ 137,800
Jepson Parkway (94151)		\$ 185,000	46,600	\$ 91,200
I-80 Aux Lanes (230468)		\$ 51,600	51,600	\$ 39,600
Redwood Parkway (230313)		\$ 65,000	3,000	\$ 36,600
Fairfield Transportation Center Expansion (22795)		?	21,800	\$ 14,800
Curtola Transit Center Expansion (22794)		?	6,000	\$ 8,800
Vacaville Transportation Center Phase 2 (230635)		?	8,737	\$ 63
TOTALS	\$ 645,500	\$ 1,001,600	\$ 645,437	\$ 356,163

* All Project Costs not covered by recommended RTP Project Funding will be covered by other funding sources or other Bay Area RTP Projects.

RTIF Packages Summary (09-14-2012)

Package	A	B	A/B	10-year Revenue Estimate by Fee Range per DUE (= B/2 * Max Fee or amount below, whatever is smaller)			
	Max Nexus Cost	20-yr DUE Growth	Max Fee	\$750	\$1,000	\$1,500	\$2,000
Package #1 (Jepson)	\$78,152,900	20,309	\$3,848	\$7,615,771	\$10,154,361	\$15,231,541	\$20,308,722
% of total RTIF Costs				9.7%	13.0%	19.5%	26.0%
Package #2 (Hwy. 12 Corridor)	\$22,924,642	14,045	\$1,632	\$5,266,795	\$7,022,393	\$10,533,590	\$11,462,321
% of total RTIF Costs				23.0%	30.6%	45.9%	50.0%
Package #3 (Fairgrounds / 360)	\$26,650,000	16,406	\$1,624	\$6,152,183	\$8,202,911	\$12,304,366	\$13,325,000
% of total RTIF Costs				23.1%	30.8%	46.2%	50.0%
Package #4 (North Connector West)	\$11,616,000	6,855	\$1,694	\$2,570,777	\$3,427,703	\$5,141,555	\$5,808,000
% of total RTIF Costs				22.1%	29.5%	44.3%	50.0%
Package #5 (Countywide Transit)¹							
5% of Fees	NA	65,792	5%	\$1,233,606	\$1,644,807	\$2,467,211	\$3,289,615
Package #6 (Unincorporated Roadways)²							
5% of Fees	NA	65,792	5%	\$1,233,606	\$1,644,807	\$2,467,211	\$3,289,615
Total Fee Revenue	\$139,343,542	65,792	Varies by District	\$24,072,737	\$32,096,983	\$48,145,474	\$57,483,273

(1) Applies to entire County (not just areas covered in each package) as an add on percentage to the fee amount.

(2) Funds Countywide unincorporated rural roadway improvements between cities impacted by new growth. Also a percentage amount similar to Countywide Transit.

Boundary Definition for DUE Growth:

Package 1 (Jepson Parkway) is the northern part of Fairfield (north of SR 12), all of Vacaville, and the unincorporated County areas between them.

Package 2 (SR 12) is all of Suisun City, all of Rio Vista, and the unincorporated County areas along SR 12.

Package 3 (Solano Fairgrounds) is the entire City of Vallejo.

Package 4 (Central County Reliever Routes) is the southern part of Fairfield (below SR 12) and the unincorporated areas around the 80/680/12 interchange.



DATE: September 17, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Federal Transportation Authorization Bill “Moving Ahead for Progress in the 21st Century (MAP-21)” Implementation Update

Background:

The Federal Transportation Authorization Bill “Moving Ahead for Progress in the 21st Century (MAP-21)” was signed into law on July 8, 2012, authorizing \$105 billion in funding for highway and transit programs through fiscal year 2014. On September 12, 2012, the STA Board was briefed on MAP-21 under agenda item VIII.A, “Legislative Update” with an included attachment from the STA’s Federal lobbyist firm Akin Gump LLP describing how STA can maximize its opportunity for securing federal funds, as well as what are the new requirements that STA and its member transit agencies must meet. Attached is a general overview of the major funding program changes in MAP-21 (Attachment A).

Discussion:

State Pushes for MAP-21 “Status Quo” Allocation of FY 2012-13 Funds

On August 22, 2012, the California Transportation Commission (CTC) received a presentation from Caltrans on MAP-21. The presentation summarized Caltrans’ proposal for distributing funding between the state and regions, and noted that statewide funding amounts in aggregate are expected to remain at \$3.5 billion, which is the same as federal FY 2011-12 (Attachment B). This is similar to the CTC’s proposal, as revised by the end of August (Attachment C).

Since MAP-21 provides \$3.5 billion in federal highway funds in FY 2013, the same amount provided by SAFETEA in FY 2012, this might seem straightforward; however, the task is complicated by the elimination of various programs and changes in the distribution formulas for some of the programs that remain (e.g., the elimination of the Highway Bridge Program (HBP), Federal Safe Routes to School (SRTS) program, and the Transportation Enhancements (TE) Program (see Attachment A for more details). With federal funding levels held flat between FY 2012 and FY 2013, an increase in one program can only be achieved at the expense of another.

Various Working Groups Will Help Shape State Legislation to Implement MAP-21 this Fall

Beginning in August 2012, Caltrans Budgets & Programming staff have helped organized MAP-21 working groups to develop statewide consensus on FY 2013 funding levels and draft key parts of legislation to help govern the MAP-21 allocation of funds between not only programs but also between state programs governed by the CTC, state administered local grant programs at the Caltrans local assistance level, and regional funds for Metropolitan Planning Organizations (MPOs) to distribute at a regional level (e.g., OneBayArea Grant funds). Attached is a timeline of meetings targeting legislation development next year and implementation the year after (Attachment D).

Alternative Proposal from CalRTPA Working Group and Rural Concerns

In the last two weeks, both rural counties and all RTPA staff representatives met to discuss various issues and alternative proposals to the Administration's proposal (Attachment E). More urban MPOs have developed an alternative proposal to shift Highway Safety Improvement Program (HSIP) funds from the classic HSIP local grant program to help fund the State Highway Operations and Protection Program (SHOPP) after moving Surface Transportation Program (STP) funds away from the SHOPP to MPOs. They also propose funding the Safe Routes to School Program (SRTS) from STP instead of HSIP funds, as proposed by the State. Both proposals continue the bridge safety program. However, rural counties are not pleased with how this proposal would reward urban MPO regions with the use of the STP distribution formula versus the State Transportation Improvement Program (STIP) formula, which uses centerline miles to account for rural needs. The RTPA working group will meet again to discuss these issues in October.

Recommendation:

Informational.

Attachments:

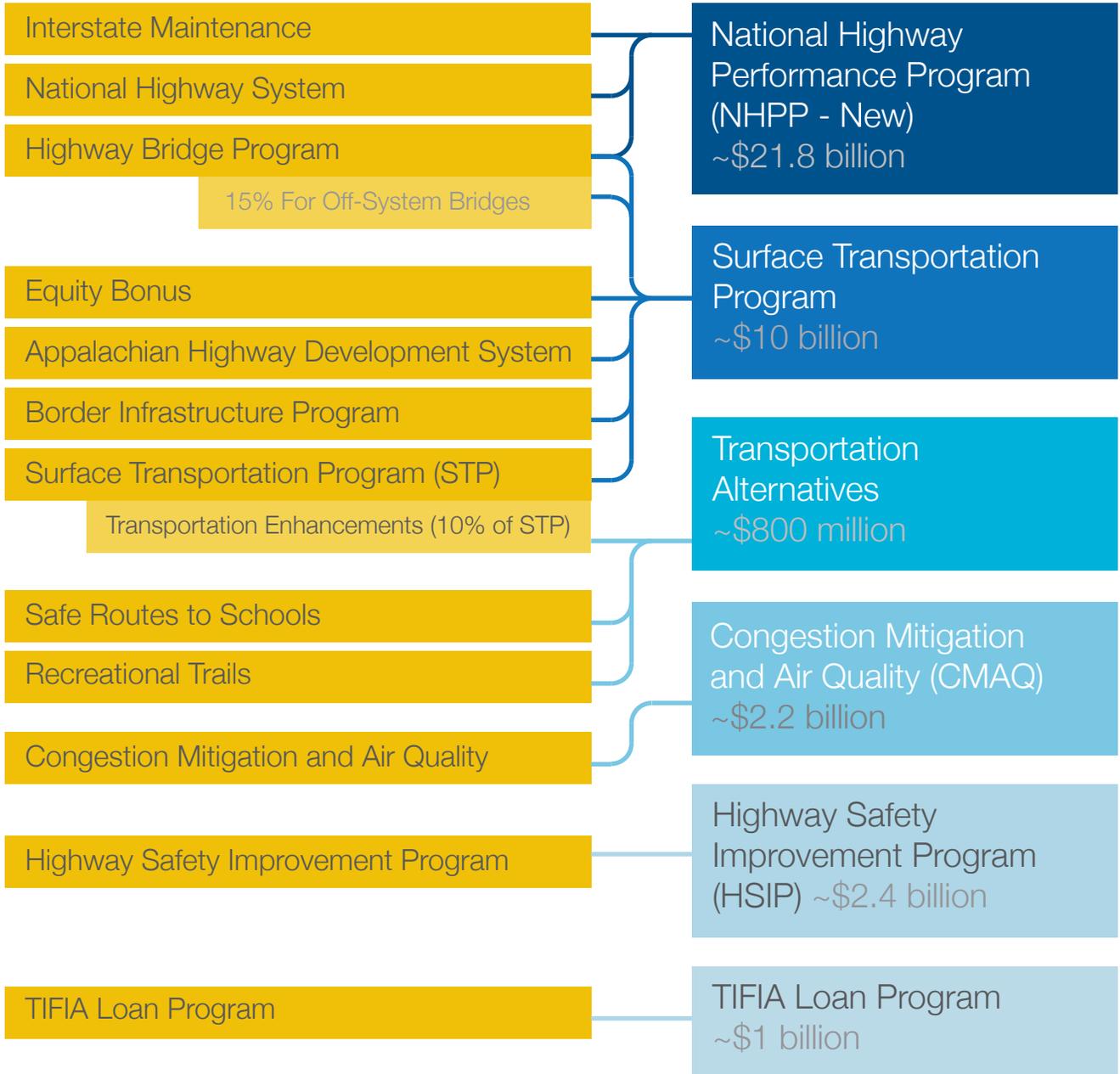
- A. Restructuring of Core Highway Programs Under the Final 2012 Transportation Bill (MAP-21)
- B. Caltrans, "Moving Forward with MAP-21", 08-08-12
- C. California Transportation Commission (CTC), "Proposal for MAP-21 – Programmatic Apportionment Distribution Compared to Current SAFETEA-LU Extension", 08-31-12
- D. MAP-21 Implementation Caltrans Workplan, 09-11-12
- E. CalRTPA, "Potential Alternative FY 2013 MAP-21 Funding Proposal", 09-12-12

Restructuring of Core Highway Programs Under the Final 2012 Transportation Bill (MAP-21)



Former Formula Programs

MAP-21 Core Program Structure



All above programs are eliminated or consolidated except Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ) and the TIFIA loan program.

Moving Forward with MAP-21 *August 8, 2012*

The new federal Surface Transportation Act, known as “Moving Ahead for Progress in the 21st Century” or MAP-21 was signed in to law on July 6, 2012. Prior to this overhaul of federal surface transportation laws, the last major changes at the federal level occurred with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, pronounced Ice-Tea), more than 20 years ago. Given the major changes inherent in MAP-21, a measured approach to implementation is in order. A measured approach will also allow time to receive additional guidance from the Federal Department of Transportation. The bullets below detail the highlights of the Administration’s proposal for MAP-21.

- Funding levels remain the same as Federal Fiscal Year 2012 at \$3.5 billion.
- The Administration’s proposal focuses on maintaining a status quo funding level for overall funding – ensuring that the State and Local Agencies each receive a total share of funding consistent with total funding received under prior federal acts.
- One cannot view each program in isolation because of the dramatic restructuring of programs and funding included in MAP-21. Many programs were eliminated or combined, and new programs were created. The significant changes to programs and program eligibility add to the challenge of creating a funding plan that maintains current total funding levels.
- The proposal retains the existing funding splits between the State and the Locals/Regions - approximately \$2.2 Billion State (62%), approximately \$1.3 billion for Locals/Regions (38%). Changes in this split in the next two years could result in projects that are almost ready to go to construction being removed from the program due to lack of funding.
- Allows for a transitional period recognizing that the regions and the State already have projects programmed against these funds under existing rules:
 - Continues the current level of RSTP funding.
 - Continues the current level of SHOPP program.
 - Continues the current level of Bridge funding for both state and local bridges. The program would continue to be administered by the state.
 - Continues the flow of CMAQ and MP apportionments to regions using existing formulas.
 - Divides the HSIP program as required in MAP-21 after setting aside funds for SRTS.
 - Continues the Safe Routes to School program which would remain administered by the state.
 - Transportation Alternatives Program funding would continue under the STIP formula after setting aside \$5 million for Recreational Trails.
- Legislative changes are not necessary to allow apportionment of funds within California, provided that the state pursues a “status quo” approach discussed above.
- MAP-21 includes and inflation increased to apportionments for FFY 2014. Increases will be applied to programs and all splits.
- Working groups are being established to discuss potential program changes that will take into account federal guidance and performance measurements for MAP-21. The intention is to have a first draft of proposed legislation in early 2013. There will need to be a transition period to implement any program changes.

Administration's Proposal for MAP-21 - Programmatic Apportionment Distribution Compared to Current SAFETEA-LU Extension

SAFETEA-LU FFY 2012			
Program	\$*M	State	Local
IM	575	575	
NH	727	727	
HBP			
	550	248	303
STP			
	721	270	451
BIP	25	25	
EB			
	182	182	
Subtotal	2,780	2,027	753
CMAQ			
	468		468
MP			
	42		42
HSIP			
	134	67	67
RRXing	15	7	7
SRTS			
	21		21
RT	5	5	
TE	78	78	
TOTAL	3,544	2,185	1,359
		62%	38%

MAP-21 FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,897	
Bridges on NHS are eligible under NHPP or STP			
Bridges off-system are eligible under STP			
STP	873	436	436
Equity Bonus funds discontinued, funding inherent in other programs			
Subtotal	2,770	2,334	436
CMAQ			
	445		445
MP			
	48		48
HSIP			
	209	104	104
SRTS may be funded from HSIP or TA, or STP			
TAP	72	36	36
TOTAL	3,544	2,474	1,069
		70%	30%

MAP-21 Rev. FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,670	
NHS Bridges			
			228
Bridges on NHS are eligible under NHPP or STP			
Bridges off-system are eligible under STP			
Off-system Bridges			
			75
STP	873	347	451
Subtotal	2,770	2,017	753
CMAQ			
	445		445
MP			
	48		48
HSIP			
	209	94	94
SRTS			
			21
SRTS may be funded from TA, HSIP, or STP			
TAP	72	67	-
Recreational Trails			
		5	
TOTAL	3,544	2,183	1,361
		62%	38%

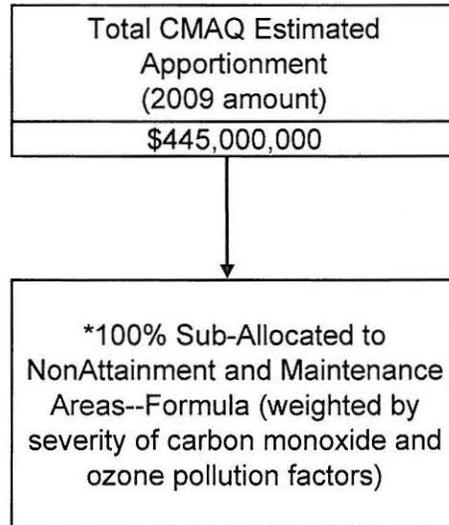
Notes:

- 1-Consolidation of programs under MAP-21 provides flexibility for new programs to fund projects previously funded under discontinued SAFETEA-LU programs.
- 2-MAP-21 includes an inflation increase to apportionments for FFY 2014. Increases will be applied to all programs and all splits.
- 3-Highway Bridge work may be funded under new programs such as STP or NHPP with performance targets that if not met, would result in penalties to NHPP funds.
- 4-Funds set aside from the NHPP and STP for the local bridges will be managed by the Department, with the advice of the Highway Bridge Program Advisory Committee, in order to meet the Performance Measures and avoid penalties.
- 5-The Local share shown represents subvention funds to Local Assistance that are voted as a lump-sum item by the CTC annually, with the exception of MP.
- 6-The TAP is proposed for distribution through the STIP formula, to fund programmed TE projects.
- 7-State Highway System projects or Local projects may be funded from State or Local shares if programmed by the MPOs/voted by the CTC.
- 8-Penalty under 23 USC 164 (+/- \$70M) and State Planning and Research take down (2% from each program for a total of +/- \$70M) is not included in these estimates.
- 9-Estimates are preliminary and based current available data.
- 10-For on-system bridges not on NHS, State may exchange NHPP with STP.

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2013

**Congestion Mitigation and Air Quality (CMAQ) Improvement Program under
MAP-21 -- State Proposal**

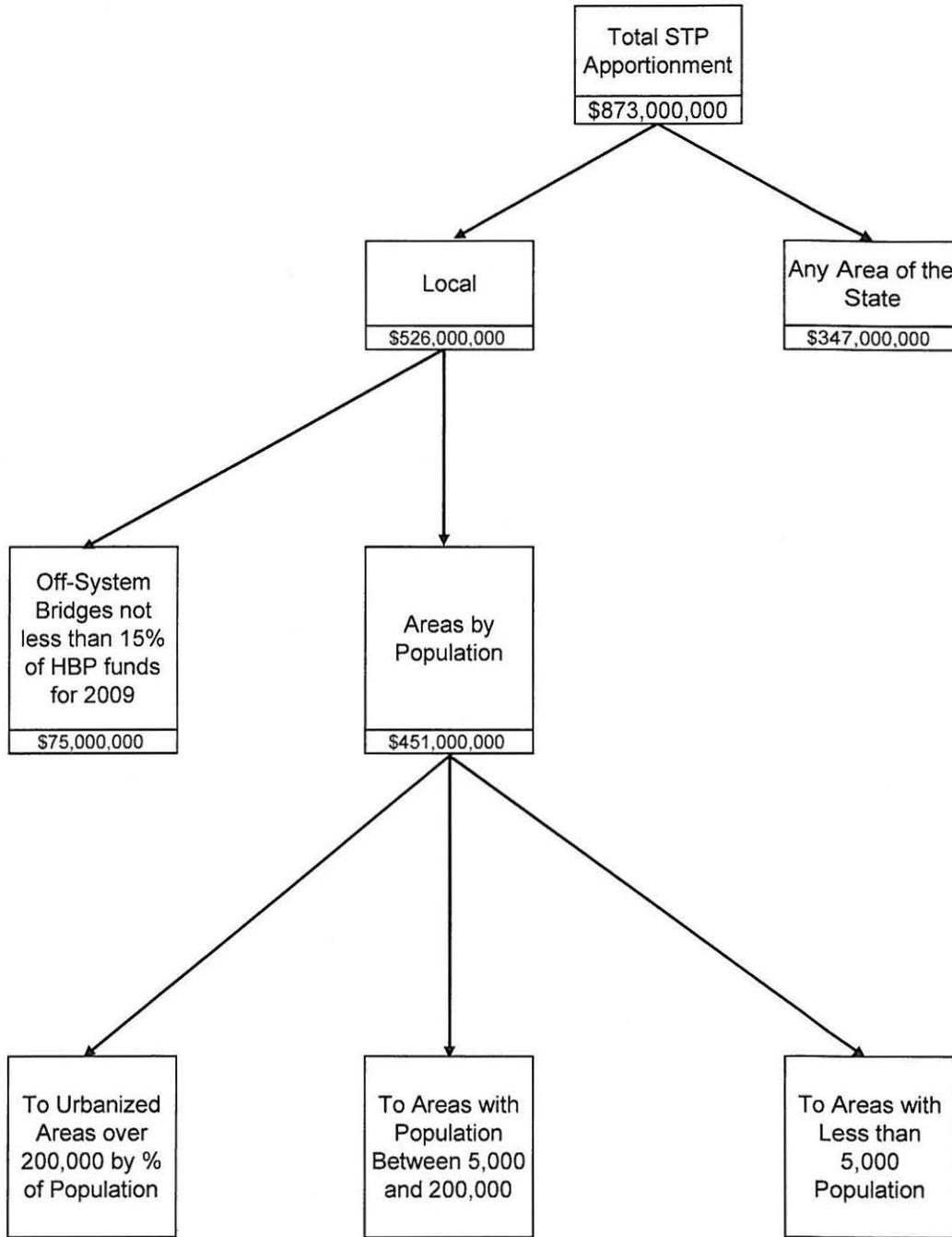


*CMAQ program basic allocation unchanged from SAFETEA-LU.

Note: All numbers will be reduced by 2% SPR take-down.

Division of Transportation Programming
Office of Federal Transportation Management Program
August 9, 2012

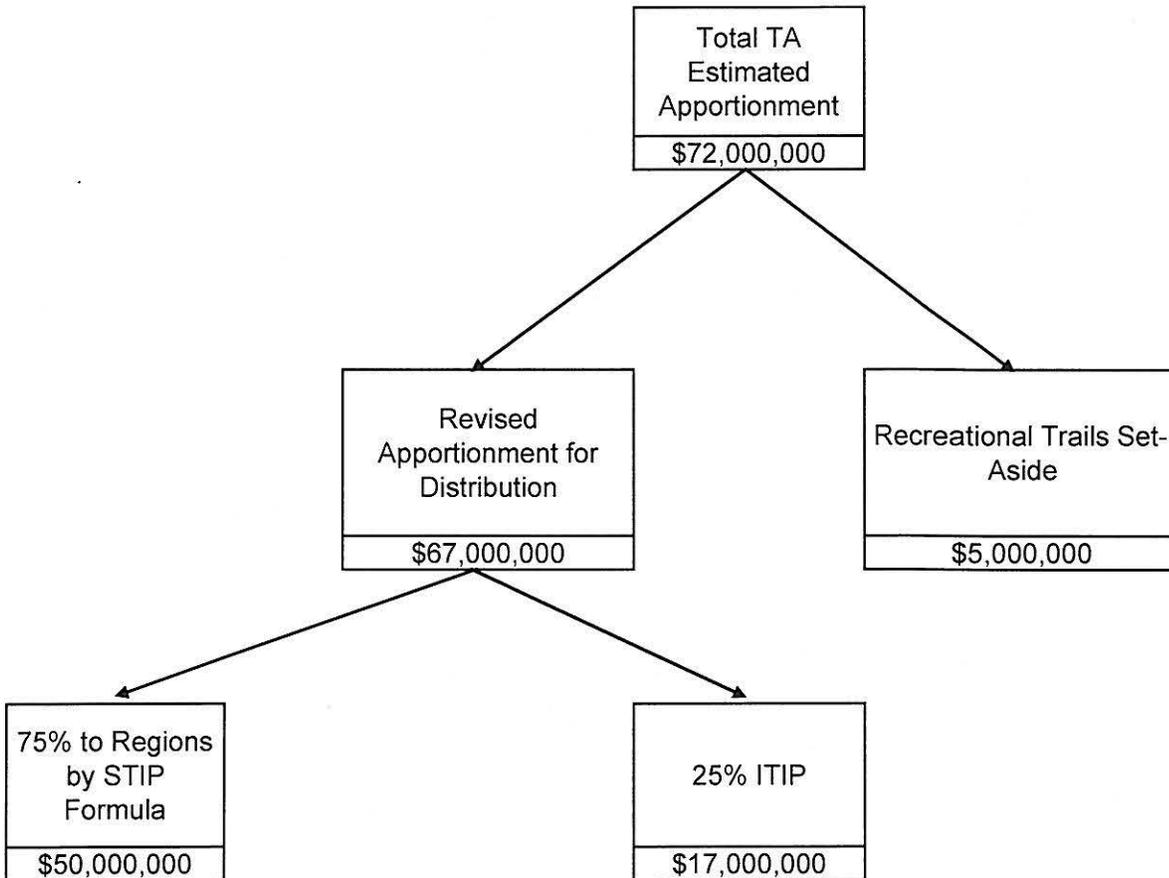
**Surface Transportation Program (STP) under MAP-21 --
State Proposal**



Note: All numbers will be reduced by 2% SPR take-down.

2013

**Transportation Alternatives (TA) Program under MAP-21 --
State Proposal**



Division of Transportation Programming
Office of Federal Transportation Management Program
August 9, 2012

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Proposal for MAP-21 - Programmatic Apportionment Distribution Compared to Current SAFETEA-LU Extension

SAFETEA-LU FFY 2012			
Program	\$*M	State	Local
IM	575	575	
NH	727	727	

HBP	550	248	303
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STP	721	271	451
BIP	25	25	

EB	182	182	
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Subtotal	2,780	2,027	753
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CMAQ	468		468
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MP	42		42
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HSIP	134	67	67
RRXing	15	7	7

SRTS	21		21
RT	5	5	
TE	78	78	

TOTAL	3,544	2,185	1,359
		62%	38%

MAP-21 (MSW) FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,897	
		(228)	228

Bridges on NHS funded under state share NHPP or STP
Bridges off-system funded under state share STP

STP	873	436	436
		(75)	75

Equity Bonus funds discontinued, funding inherent in other programs

Subtotal	2,770	2,031	739
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CMAQ	445		445
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MP	48		48
----	----	--	----

HSIP	209	104	104
		(21)	21

SRTS funded under state share (HSIP, TA, or STP)

TAP	72	36	36
-----	----	----	----

TOTAL	3,544	2,151	1,393
		61%	39%

MAP-21 (Administration) FFY 2013			
Program	\$*M	State	Local
NHP	1,897	1,670	
NHS Bridges			228

Bridges on NHS are eligible under NHPP or STP
Bridges off-system are eligible under STP

Off-system Bridges			75
STP	873	347	451

Subtotal	2,770	2,017	753
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CMAQ	445		445
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MP	48		48
----	----	--	----

HSIP	209	94	94
SRTS			21

SRTS may be funded from TA, HSIP, or STP

TAP	72	67	-
Recreational Trails		5	

TOTAL	3,544	2,183	1,361
		62%	38%

Notes:

- 1-Consolidation of programs under MAP-21 provides flexibility for new programs to fund projects previously funded under discontinued SAFETEA-LU programs.
- 2-MAP-21 includes an inflation increase to apportionments for FFY 2014. Increases will be applied to all programs and all splits.
- 3-Highway Bridge work may be funded under new programs such as STP or NHPP with performance targets that if not met, would result in penalties to NHPP funds.
- 4-Funds set aside from the NHPP and STP for the local bridges will be managed by the Department, with the advice of the Highway Bridge Program Advisory Committee, in order to meet the Performance Measures and avoid penalties.
- 5-The Local share shown represents subvention funds to Local Assistance that are voted as a lump-sum item by the CTC annually, with the exception of MP.
- 6-The TAP is proposed for distribution through the STIP formula, to fund programmed TE projects.
- 7-State Highway System projects or Local projects may be funded from State or Local shares if programmed by the MPOs/voted by the CTC.
- 8-Penalty under 23 USC 164 (+/- \$70M) and State Planning and Research take down (2% from each program for a total of +/- \$70M) is not included in these estimates.
- 9-Estimates are preliminary and based current available data.
- 10-For on-system bridges not on NHS, State may exchange NHPP with state STP.

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MAP-21 Implementation: Caltrans WorkplanMAP-21 signed into law July 6, 2012.

- Extends SAFETEA-LU through current fiscal year.
- New provisions in MAP-21 effective October 1, 2012
- MAP-21 deadline requirements start from October 1, 2012
 - “within 18 months” means April 1, 2014

Established MAP-21 Working Group August 21, 2012

- 18 members representing local agencies, advocates, and CTC
- Will meet every two weeks until beginning of December.
- (Sept 4, Sept. 17, Oct. 1, Oct. 15, Oct. 29, Nov. 13, Nov. 26, Dec. 10)
 - After December will meet as necessary.

Establish issue based sub-groups to meet as needed.

- By October 2012, Caltrans Divisions will work with local agency representatives on specific issues, such as bridge program, environmental streamlining, etc.
- Will flesh out funding alternatives with related issues to bring forward through MAP-21 Working Group for recommendation.
- Work on the long term implementation for the particular item.
- Meet as established by the individual group

First Informational tele-meeting with all stakeholders August 8, 2012.

- Will meet monthly. (Sept. 11, Oct. 9, Nov. 6, Dec. 4)

High Level Timeline

Submit Questions to FHWA/FTA	September 14, 2012
Administration’s MAP-21 proposal in Local Assistance CTC book item	September 27, 2012
Any change to Short term funding determination	October 2012
USDOT interim guidance expected with apportionment	October 2012
Subsequent deadlines for USDOT guidance, rules, reports: generally at 3-, 6-, 12-, 18-, & 24-months (dated from October 1, 2012) (with a few occurring in first quarter FFY 2013 Oct, Nov, Dec)	
Prepare State legislative proposals: technical clean-up and funding splits	December 2012
State legislation (introduced in 2013) enacted	January 2014
Implement MAP-21 in practice (1 year after bulk of rulemaking)	December 2014
Subsequent to State Legislation	As needed

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Potential Alternative FY 2013 MAP-21 Funding Proposal

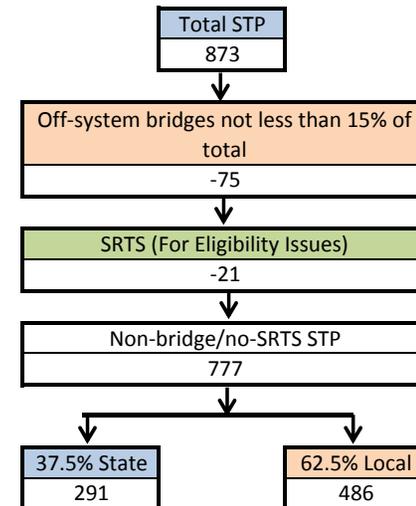
SAFETEA-LU FFY 2012			
Program	Total	State	Local Managed Subvention
IM	575	575	
NH	727	727	
HBP	550	248	303
STP	721	270	451
BIP	25	25	
CMAQ	468		468
MP	42		42
HSIP	134	67	67
RRXing	15	7	7
SRTS	21		21
TE	78	20	59
Rec Trails	5	5	
EB	182	182	
Total =	3,544	2,126	1,418
% Total =	100%	60%	40%

MAP-21 Subvention			
Program	Total	State	Local
NHP	1,897	1,897	
STP	873	436	436
CMAQ	445		445
MP	48		48
HSIP	209	104	104
TA	72	36	36
All =	3,544	2,473	1,069
% All =	100%	70%	30%

Alternative FY 2013 MAP-21 Proposal			
Program	Total	State	Local Managed Subvention
NHP	1,897	1,669	
HBP-On			228
HBP-Off			75
STP	873	291	486
STRS			21
CMAQ	445		445
MP	48		48
HSIP	209	138	64
RRXing			7
TA	72	17	0
Rec Trails		5	50
Total =	3,544	2,120	1,424
% Total =	100%	60%	40%

Notes on Alternative FY 2013 MAP-21 Proposal:

- *Maintains total bridge program at \$303 million
- *On-system bridges only from NHP at \$228 million
- *\$75 million for off-system bridges with \$21 million in SRTS off the top of STP before 62.5% local/37.5% state split
- *\$21 million for SRTS off the top of STP for eligibility purposes
- *\$71 million total local HSIP maintains \$7 million for RRXing and \$64 million in actual HSIP/HR3 programming
- *\$5 million for Recreational Trails off the top of TA
- *Balance of TA funds split by STIP formula
- *CMAQ funds distributed by current weighted population formula
- *Increase in actual local funding total is \$6 million in MP not related to project programming



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DATE: September 18, 2012
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2011-12 Abandoned Vehicle Abatement (AVA) Program
Third and Fourth Quarter Report

Background:

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

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, including the City of Rio Vista, which joined the program last year, issued resolution for the continuation of the program for another ten (10) years and approved 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 Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Third and Fourth Quarter, STA received the allocation from the State Controller's Office the total amount of \$186,389 and has deducted \$5,592 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Third and Fourth Quarter the total amount of \$140,021. The remaining AVA fund balance after the fourth quarter (June 30, 2012) disbursement to the member agencies is \$196,092. This amount is carried over into FY 2012-13 and is available for disbursement to member agencies utilizing the funding formula.

Attachment A is a matrix summarizing the AVA Program activities through the Fourth Quarter FY 2011-12 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. This matrix shows an increase in vehicle abatement activities by the City of Dixon (112%, increase from 90 to 101) and City of Fairfield (285%, increase from 391 to 1,114) and for the overall Solano County AVA Program (105%) compared to the FY 2010-11.

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	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	26	\$7,633	\$294	79%	33	\$7,673	\$233
City of Dixon	101	\$7,361	\$73	112%	90	\$3,782	\$42
City of Fairfield	1,114	\$26,067	\$23	285%	391	\$39,417	\$101
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	121	\$47,920	\$396	82%	147	\$51,040	\$347
City of Vacaville	117	\$50,263	\$430	91%	129	\$55,358	\$429
City of Vallejo	1,314	\$142,619	\$109	74%	1,766	\$133,811	\$76
Solano County Unincorporated area	56	\$8,021	\$143	36%	154	\$12,627	\$82
Total	2,849	\$289,884	\$102	105%	2,710	\$303,708	\$112

The remaining AVA fund balance carried over into FY 2012-13 is \$196,092 and is available for disbursement to member agencies utilizing the funding formula.



DATE: September 13, 2012
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Studies Update

Background/Discussion:

The STA has several transit studies included with the STA Board's adopted Overall Work Plan for Fiscal Year (FY) 2012-13 and 2013-14. These plans and studies are intertwined with each other and also will provide relevant information to the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study.

Below is a brief description of each of the plans and their status.

1. Intercity and Local Ridership Survey and Analysis

Description: The Intercity Ridership survey and Analysis is used to help calculate the Intercity Funding Agreement formula and the ridership survey data and analysis will be available prior to the Coordinated Short Range Transit Plan (SRTP) and Transit Corridor Study. The ridership survey and analysis conducted on/off counts, on-time performance, demographic ridership information and comments from the passengers. The data in this study will assist in service planning.

Status: The SolanoExpress Intercity Ridership Study is complete. The Local Ridership Studies are also complete and were approved by the STA Board in September 2012.

2. Transit Sustainability Study

Description: The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC's Transit Sustainability Project (TSP) financial assessment. The outcome of this effort is intended to provide a clear understanding of the present and future financial condition and needs of the five Solano County Transit operators: Dixon Redit-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and SolTrans.

Status: Pacific Municipal Consultants (PMC) has been evaluating the data submitted by each operator to date. The data has included financial audits, TDA claims, National Transit Database reports, and SRTPs. Select data remains outstanding and will be collected. Financial and operations data are being input into a data table to begin developing performance trends and causal factors. Recent activities by the operators to improve efficiencies are also being reviewed. Preliminary financial condition profiles are being developed for each transit operator. The profiles will identify financial and operating performance measures and trends for the past three years. Division of operations cost among various expenditure categories such as labor, fuel, and maintenance will be conducted to further explain cost trends. A revenue analysis is also being undertaken to review relative stability of funding public transit. In addition, a survey of cost containment strategies employed by the operators is underway. Meetings with the operators are being scheduled and conducted to discuss the financial profiles and to seek additional input. The Study is scheduled to be concluded in November and presented to the STA Board in December 2012.

3. Coordinated Short Range Transit Plan (SRTP)

Description: Metropolitan Transportation Commission (MTC) awarded Solano Transportation Authority \$140,000 to prepare a Coordinated Short Range Transit Plan (SRTP) for Solano County. The transit operators that will be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and the County of Solano. The Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP.

Enhanced Coordination

MTC staff has requested the Coordinated SRTP address five 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 conducted in the Mobility Management Plan)
3. Enhanced Transit Coordination of Capitol Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

A. Local SRTP Updates

Transit Operators Recommendation Areas

1. *Dixon*
 - a. Assess service option to convert Read-Ride to some fixed route service.
2. *Fairfield*
 - a. Growth and no growth scenarios with regards to service planning
 - b. Title VI analysis of current transit system at the time of the SRTP
 - c. Public Participation Plan
3. *SolTrans*
 - a. Review the recent service changes implemented July 2012
 - b. Assess the potential for claiming for capital replacement for SolanoExpress in various Solano UZAs.
4. *Rio Vista*
 - a. Analyze the potential consolidation of Rio Vista Delta Breeze with SolTrans

Status: The consultant firm, ARUP, has been selected and the agreement has been executed. Consultant and Project Manager are in the process of scheduling meetings with each transit operators to discuss their updated local SRTPs.

B. I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study

Description: Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, SolanoExpress bus and integration into the planned Express Lanes and 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.

Status: This study is also a component of the Coordinated SRTP.

4. Mobility Management Plan

Description: The Mobility Management Plan will analyze how to address Mobility Needs for People with Disabilities in Solano County in a cost effective manner. Some of the areas of analysis will include the Intercity Taxi Scrip Program, non-profit partnerships, a program that assists paratransit users that are able to transfer to fixed route, and older driver workshops. The specific analysis will be consistent with the recommendations contained in the Solano Transportation Study for Seniors and People with Disabilities adopted by the STA Board in December 2011. This plan will include analyzing separate and joint contracts for Countywide Eligibility Determination of ADA Paratransit as recommended by Metropolitan Transportation Commission.

Status: The development of Solano's first Mobility Management Plan is underway. Innovative Paradigms initiated work on this project in late July. The Mobility Management Plan was identified as a high priority in the 2011 Solano Senior and People with Disabilities Study. The Mobility Management Plan will also address the transportation needs of the low-income population which have been identified through the multiple Community Based Transportation Plans (CBTPs) completed in Solano County. The Plan will create implementation plans and complete tasks for four other high priority projects: 1) Call Center and gather information for website from public, private and non-profit transportation resources for seniors, people with disabilities and the low-income population; 2) Travel Training Program Options; 3) Countywide ADA Eligibility Process; 4) Older Driver Safety Programs and Mobility Workshops. During this effort, there will also be a review of Mobility Management plans in comparable locations and at least two examples included in the plan. Coordination with transit operators throughout the process will be key. Interviews with a wide range of public, private, and non-profit transportation partners have been completed. The project has been presented to the Solano Seniors and People with Disabilities Committee and Senior Coalition and will be presented to the Paratransit Coordination Council (PCC) for input. To date, the groups have been supportive of the direction of the plan elements with particular interest in the Travel Training component. It will be presented to the STA Board in October for input. Draft documents will be presented to these groups in October/November. A final report is scheduled to be completed by December 2012. With a presentation to the Seniors and People with Disabilities Advisory Committee in January 2013 and the STA Board in February, March 2013.

Recommendation:

Informational.

Attachment:

- A. Transit Studies and Plans Timeline for 2012 and 2013

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Transit Studies and Plans Timeline for 2012 and 2013

Studies/Plans	2012			2013			
	Apr-Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - June	July - Sept	Oct - Dec
East Fairfield Community Based Transportation Plan	Draft	Final					
Mobility Management Plan	RFP Released		Draft	Final (Dec/Jan)			
Ridership Survey and Analysis	Draft	Final (September)					
Financial Sustainability Study	Consultant on Board		Presentations to Board and Committees				
Update (6) Six Local SRTP	RFP Released	Consultant on Board		Draft	Final		
I-80/I-680/I-780/SR 12 Transit Corridor Study	RFP Released	Consultant on Board			Draft	Final	
Coordinated SRTP	RFP Released	Consultant on Board				Draft	Final

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DATE: September 17, 2012
 TO: STA TAC
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
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
State			
	Environmental Enhancement and Mitigation Program*	\$10 Million	January 4, 2013
Federal			
5.	N/A	N/A	N/A

*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 STA staff contact: Janet Adams	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

State Grants						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency (916) 653-2812 eemcoordinator@resources.ca.gov resources.ca.gov	Due On 01/04/13	Approx. \$10M statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	<p>Eligible Project Categories:</p> <p>Highway Landscaping and Urban Forestry Projects are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p>Resource Lands -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.</p> <p>Roadside Recreation Projects provide for the acquisition and/or development of roadside recreational opportunities.</p> <p>Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p>http://resources.ca.gov/eem/</p>
Federal Grants						
N/A						



**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, September 12, 2012**

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

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

BOARD MEMBERS PRESENT:

Jack Batchelor, Jr., Chair	City of Dixon
Alan Schwartzman (Alternate)	City of Benicia
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
John Vasquez	County of Solano

BOARD MEMBERS ABSENT:

Elizabeth Patterson City of Benicia

ACTION – FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Local Streets and Roads Project Funding

Recommendation:

Adopt Resolution No. 2012-16 certifying that the Solano OBAG Local Streets and Roads Call for Projects meet the requirements of the MTC OBAG Guidelines and establishing OBAG Local Streets and Roads funding amounts for each eligible jurisdiction.

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

B. Public-Private Partnership Feasibility Study

Recommendation:

Authorize the Executive Director to enter into a contract for consultant services with KPMG for a Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$150,000.

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

ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Recommendation:

Adopt the following positions on State legislative bills:

AB 2200 (Ma) – neutral

SB 878 (DeSaulnier) - neutral

On a motion by Alternate Board Member Schwartzman, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

B. OneBayArea Grant (OBAG) Funding Criteria

Recommendation:

Adopt the revised public input schedule as shown in Attachment C.

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation.

CONSENT CALENDARS

On a motion by Board Member Price, and a second by Board Member Vick, the STA Board approved Consent Calendar Items A through Q to include an amendment requested by Board Member Sperring to Item N, Contract Amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc.

A. Minutes of the STA Board Meeting of July 11, 2012

Recommendation:

Approve STA Board Meeting Minutes of July 11, 2012.

B. Draft Minutes of the TAC Meeting of August 29, 2012

Recommendation:

Approve Draft TAC Meeting Minutes of August 29, 2012.

C. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – September 2012 – Dixon and Rio Vista

Recommendation:

Approve the FY 2012-13 TDA Matrix – September 2012 for the Cities of Dixon and Rio Vista as shown in Attachment B.

- D. East Fairfield Community Based Transportation Plan (CBTP) Report**
Recommendation:
 Approve the Final East Fairfield Community Based Transportation Plan as specified in Attachment B.
- E. 2012 Local Ridership Studies for Dixon Read-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach**
Recommendation:
 Approve the 2012 Local Transit Ridership Study Reports as shown in Attachment A.
- F. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and FY 2011-12 Year-End Report**
Recommendation:
 Approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.
- G. Fiscal Year (FY) 2012-13 Indirect Cost Allocation Plan (ICAP) Rate Application**
Recommendation:
 Approve the following:
 1. STA's ICAP Rate Application for FY 2012-13; and
 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- H. Contract Extension for On-Call Model Service and Funding Agreement with Napa County Transportation and Planning Agency (NCTPA)**
Recommendation:
 Approve the following:
 1. Authorize the Executive Director to extend an agreement with Napa County Transportation and Planning Agency (NCTPA) to administer on-call traffic modeling services with an annual contribution of \$16,000 per year for a two-year period; and
 2. Authorize the Executive Director to extend an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not to exceed \$25,000 per year for a two-year term.
- I. Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1)**
Recommendation:
 Approve the following:
 1. Local preference goal of 9% for the Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1); and
 2. Authorize the Executive Director to enter into a procurement contract for the Solano Countywide Bicycle and Pedestrian Wayfinding Signage System (Phase 1) for an amount not-to-exceed \$15,000.

Public Comment:

Robert Powell, Member of the Public, commented that the signage should appropriately identify existing public bicycle transportation facilities. He explained that there is a sign at the entrance to a bicycle and pedestrian path parallel to Interstate 80 (I-80) at the on-ramp off of Green Valley Road that ambiguously reads "pedestrian bicycles motor-driven cycles prohibited," when there is a bicycle path directly in front of the sign.

Mr. Powell further explained that there are issues at Jameson Canyon near State Route 12 – the use of pipe gates is restricting access and should not be used.

In follow-up, Board Member Spring requested that staff get in touch with Mr. Powell to give him the opportunity to address the issues he indicated.

J. Resolution Determining STA Board to Hear Resolution's of Necessity for Westbound (WB) I-80 to State Route (SR) 12 (West) Connector and Green Valley Road Interchange Improvements Project and Resolution authorizing the Executive Director to Accept Grants Conveying Interests in Real Property to the STA

Recommendation:

Approve the following:

1. Resolution No. 2012-14 determining that STA Board will hear Resolutions of Necessity for the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project in Solano County; and
2. Resolution No. 2012-15 authorizing the Executive Director to accept and consent to grants conveying interests in real property to the Solano Transportation Authority.

K. Issue Request for Proposals for Environmental Mitigation for the I-80/I-680/State Route (SR) 12 Interchange Project

Recommendation:

Authorize the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide environmental mitigation required by the I-80/I-680/SR12 Interchange – Phase 1 Pr

L. Request For Proposals (RFP) for SNCI Marketing Services for Fiscal Year (FY) 2012-13

Recommendation:

Approve the following:

1. Local preference goal of 1% for the SNCI Program Marketing for FY 2012-13; and
2. Authorize the Executive Director to issue a Request For Proposals for consultant services for SNCI Program Marketing; and
3. Authorize the Executive Director to enter into an agreement in an amount not-to-exceed \$38,000 for marketing consultant services for SNCI for FY 2012-13.

M. Request For Proposals (RFP) for Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13 Transit Marketing Consultant Services

Recommendation:

Approve the following:

1. Local preference goal of 2% for the SolanoExpress Transit Marketing FY 2012-13; and
2. Authorize the Executive Director to issue a Request For Proposals for consultant services for SolanoExpress transit marketing; and
3. Authorize the Executive Director to enter into an agreement in an amount not to exceed \$206,600 for the FY 2012-13 SolanoExpress transit marketing.

N. Contract Amendment for State Legislative Advocacy Services

Recommendation:

Authorize the Executive Director to execute contract amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a 2-year term in an amount not-to-exceed \$46,500 annually.

Board Member Spring requested to modify the language in the contract amendment to reflect consultant traveling to Solano County (rather than Suisun City), and facilitating and attending annual meetings with the delegation in the Solano District.

O. Contract with Nancy Whelan Consulting for Project Management Services and Financial Analysis

Recommendation:

Authorize the Executive Director to enter into an agreement with Nancy Whelan Consulting for Project Management Services and Financial Analysis for an amount not to exceed \$82,860 with a term ending December 31, 2013.

P. Extension of STA Management Agreement with SolTrans to Operate SolanoExpress Route 78

Recommendation:

Authorize the Executive Director to enter into a STA management agreement with SolTrans to operate SolanoExpress Rt. 78.

Q. Paratransit Coordinating Council (PCC) Reappointment

Recommendation:

Reappoint Kurt Wellner to the Paratransit Coordinating Council for an additional three-year term.

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

A. MTC Report

B. Caltrans Report

C. STA Reports:

1. Draft State Route 12 Economic Study presented by Dale Pfeiffer

2. Directors Report:

1. Planning

2. Projects

3. Transit/Rideshare

Judy Leaks, SNCI Program Manager, presented the SNCI Program's year-end report (FY 2011-12); and

Sorel Klein, SNCI Assistant Program Manager, presented the 2012 Solano Employer Commute Challenge.

INFORMATIONAL

A. 2012 Solano Employer Commute Challenge

B. Funding Opportunities Summary

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

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 7:55 p.m.



DATE: September 20, 2012
TO: STA TAC
FROM: Johanna Masiat, 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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
MAY - DECEMBER 2012**

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> 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
Thurs., September 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
Thurs., September 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	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	9:30 a.m.	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)	John F. Kennedy Library	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