



**INTERCITY TRANSIT CONSORTIUM  
 AGENDA**

**10:00 a.m., Wednesday, September 26, 2012**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (10:05 – 10:10 a.m.)	
<b>IV. REPORTS FROM STA STAFF AND OTHER AGENCIES</b> (10:10 – 10:40 a.m.)	
<ul style="list-style-type: none"> <li>• Presentation: Mobility Management</li> <li>• Presentation: Area Agency on Aging</li> </ul>	Philip McGuire, Innovative Paradigms Harriett Dietze, Area Agency on Aging
<b>V. CONSENT CALENDAR</b>	
<i>Recommendation: Approve the following consent items in one motion.</i> (10:40 – 10:45 a.m.)	
<b>A. Minutes of the Consortium Meeting of June 27, 2012</b>	Sheila Jones
<i>Recommendation:</i> <i>Approve the Consortium Meeting Minutes of June 27, 2012</i> <b>Pg. 1</b>	

**CONSORTIUM MEMBERS**

<u>Janet Koster</u>	<u>VACANT</u>	<u>John Andoh</u>	<u>Mona Babauta</u>	<u>Brian McLean</u>	<u>Matt Tuggle</u>
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit SolTrans	Vacaville City Coach	County of Solano

- B. Proposed SolanoExpress Route 78 Service Changes** Liz Niedziela  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.*  
**Pg. 5**

- 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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## **VI. ACTION FINANCIAL**

- A. None presented.**

## **VII. ACTION NON-FINANCIAL**

- A. OneBayArea Grant (OBAG) Funding Criteria** Robert Macaulay  
*Recommendation:*  
*Forward a recommendation to the STA Board to:*  
*1. Adopt the final project selection criteria contained in Attachment B; and*  
*2. Provide recommendations to the STA Board on programs and projects that should be prioritized for OBAG CMAQ Funding.*  
(10:45 – 10:55 a.m.)  
**Pg. 19**

- B. 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.*  
(10:55 – 11:00 a.m.)  
**Pg. 29**

## **VIII. INFORMATIONAL ITEMS**

- A. Lifeline Transportation Program Cycle 3 Next Steps** Liz Niedziela  
(11:00 – 11:05 a.m.)  
**Pg. 65**
- B. Transit Studies Update** Liz Niedziela  
(11:05 – 11:10 a.m.)  
**Pg. 103**

- C. **Moving Ahead for Progress in the 21st Century (MAP 21) Update**  
(11:10 – 11:15 a.m.)  
**Pg. 109** Liz Niedziela
- D. **Countywide Paratransit Services Memorandum of Understanding (MOU)**  
(11:15 – 11:20 a.m.)  
**Pg. 167** Matt Tuggle,  
Solano County

**NO DISCUSSION**

- E. **SNCI Monthly Issues**  
**Pg. 169** Judy Leaks
- F. **Funding Opportunities Summary**  
**Pg. 171** Sara Woo
- G. **SolanoExpress Ridership Numbers**

**IX. TRANSIT OPERATOR ISSUES**

Group

**X. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, November 28, 2012.**

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**SolanoExpress Intercity Transit Consortium  
Minutes for the meeting of  
June 27, 2012**

**I. CALL TO ORDER**

Mona Babauta called the regular meeting of the Solano Express Intercity Transit Consortium to order at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

**Consortium Present:**

*(In Alphabetical Order by Last Name)*

John Andoh (By phone)	Delta Breeze
Mona Babauta	SolTrans
Janet Koster	Dixon Read-Ride
Judy Leaks	SNCI
Lori Tagorda	Fairfield and Suisun Transit
Matt Tuggle	County of Solano
Debbie Whitbeck	Fairfield and Suisun Transit

**Also Present:**

*(In Alphabetical Order by Last Name)*

Jayne Bauer	STA
Daryl Halls	STA
Robert Guerrero	STA
Sheila Jones	STA
Nathan Newell	County of Solano
Liz Niedziela	STA
Derek Wong	PMC

**Others Present:**

*(In Alphabetical Order by Last Name)*

Teliyah Bush	STA Intern
Michael Silva	STA Intern
Hannah Vincent	STA Intern

**II. APPROVAL OF AGENDA**

On a motion Matt Tuggle, and a second by Lori Tagorda, the Solano Express Intercity Transit Consortium 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:** Jayne Bauer introduced the STA interns and addressed new funding opportunities listed on the federal funding matrix on page 54.

Robert Guerrero announced the first Alternative Fuels Infrastructure Working Group will be held on July 11, 2012.

Liz Niedziela provided an overview of the Solano Express Intercity Ridership Comparison handout.

**Other:** County of Solano: Matt Tuggle announced that he received feedback on the Paratransit/Intercity Taxi Script MOU Draft and hopes to organize a meeting to discuss in more detail.

SolTrans: Mona Babauta discussed a handout of a draft eligibility form pertaining to Coordinating Countywide ADA Eligibility assessments.

#### V. CONSENT CALENDAR

On a motion by John Andoh, and a second by Matt Tuggle, the Solano Express Intercity Transit Consortium approved the recommendation.

**A. Minutes of the Consortium Meeting of May 30, 2012**

Recommendation:

Approve Consortium Meeting Minutes of May 30, 2012.

#### VI. ACTION – FINANCIAL ITEMS

**A. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – July 2012**

Liz Niedziela provided an overview of the TDA Matrix. She discussed how it differs from the previous matrix. She stated that the City of Dixon's claim that was submitted was pulled because their application was incomplete and that was the reasoning for bringing it back to the Consortium. She stated that SolTrans and Vacaville was approved and submitted their claims. She noted that she was able to separated the paratransit costs from the fixed route costs. The committee also discussed New Freedom funds and intercity and paratransit costs.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2012-13 Solano TDA Matrix – July 2012 for the City of Dixon as shown in Attachment A.

On a motion by Janet Koster and a second by Matt Tuggle, the Solano Express Intercity Transit Consortium approved the recommendation.

## VII. ACTION – NON-FINANCIAL

### A. Solano County Intercity Ridership Study

Liz Niedziela provided an overview of the Solano County Intercity Ridership Study. She discussed the intercity ridership appendixes. She stated that the on and off appendix was summarized and the on time performance data was completed by route.

Lori Tagorda and Debbie Whitbeck discussed their new account with twitter and provided feedback to the group. Matt Tuggle commented that he would like to see extended data for on and off time performance.

Daryl Halls stated that this study was an informational tool and explained that the Coordinated Short Range Transit Plan would provide on and off-time performance data in more detail.

#### Recommendation:

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

On a motion by Judy Leaks, and a second by John Andoh, the Solano Express Intercity Transit Consortium approved the recommendation.

## VIII. INFORMATIONAL ITEMS

### A. Transit Sustainability Study Update

Liz Niedziela provided an update on Transit Sustainability. She stated that MTC's study focused on the seven largest operators. She added that STA's Transit Sustainability will mirror MTC's study focusing on Solano County Transit Operators.

Derek Wong discussed the financial assessment and trends that will be studied. He explained that the study will focus in on the financial conditions of all the operators. He plans on contacting necessary transit personnel to set up interviews to further discuss and assess their current conditions.

### B. Coordinated Short Range Transit Plan (SRTP) and Transit Studies Timeline

Liz Niedziela stated that Solano County will also be included in this Coordinated SRTP study, but was not listed in the staff report. She stated that MTC has requested that we include establishing a regional schedule when we change routes and communicate this information to the neighboring agencies. She stated that Rio Vista requested the study include potential consolidation with SolTrans and SolTrans requested the potential cross eligibility with the urbanized areas for funding. She concluded that the interviews for the SRTP consultants have been scheduled to take place on July 30, 2012 here at the STA.

### C. State Route (SR) 12 Jameson Canyon Shuttle Service

Robert Guerrero discussed the status of the grant obtained by NCTPA through CalTrans for \$415,000. He provided an overview of the draft schedule (pg. 19 -24). He stated that the agency responsible for running the shuttle service is still in negotiation with the Napa County Transportation and Planning Agency (NCTPA).

**D. SNCI Monthly Issues**

Judy Leaks provided an overview on the Transit Matrix handout. She explained the importance for updating this matrix as being beneficial to the Solano Napa Commuter Information (SNCI) staff when providing information to the public. She stated that the SNCI staff has dedicated time riding the routes to get ridership experience and better knowledge of each route. She stated that SNCI staff is preparing for the 6<sup>th</sup> Annual Solano Employer Commute Challenge which encourages participants to use a commute alternative up to 30 work days during a three month period. She concluded that she is welcoming check off lists to monitor the routes as the SNCI staff continues to ride the routes.

**NO DISCUSSION**

**E. Legislative Update**

**F. Funding Opportunities Summary**

**IX. TRANSIT OPERATOR ISSUES**

- **Clipper**

The transit operators providers stated that they are looking forward to activating their Clipper cards.

**X. ADJOURNMENT**

The meeting adjourned at 11:16. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled **10:00 a.m. on Wednesday, August 29, 2012.**



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

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**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.

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### 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 <sup>th</sup> 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

<b>Proposed Change</b>	<b>Proposed Implementation</b>	<b>Passenger Impact</b>	<b>Service Impact</b>
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 <sup>nd</sup> 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

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## 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
<b>12:35</b>	<b>12:51</b>	<b>1:11</b>	<b>1:19</b>	<b>1:32</b>	<b>1:52</b>	<b>2:10</b>
<b>2:35</b>	<b>2:51</b>	<b>3:11</b>	<b>3:19</b>	<b>3:32</b>	<b>3:52</b>	<b>4:10</b>
<b>4:35</b>	<b>4:51</b>	<b>5:11</b>	<b>5:19</b>	<b>5:32</b>	<b>5:52</b>	<b>6:10</b>
<b>6:35</b>	<b>6:51</b>	<b>7:11</b>	<b>7:19</b>	<b>7:32</b>	<b>7:52</b>	<b>8:10</b>
<b>8:30</b>	<b>8:46</b>	<b>9:06</b>	<b>9:14</b>	<b>9:35</b>	<b>9:55</b>	<b>10:13</b>

**\*Trips in blue are open to discussion**  
**\*P.M. Times in Bold**

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

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**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 21, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: OneBayArea Grant (OBAG) Workshop and Funding Criteria

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**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 4, 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 4<sup>th</sup> year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million.

On July 12, 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 September 12, 2012, the STA Board held a special meeting to take public input on OBAG funding, and discussed project and programming criteria at the regular Board meeting. The comments made by the STA advisory committees and members of the public at the afternoon public input meeting are included as Attachment A.

**Discussion:**

At this time, the STA has not established policies for selecting which projects will receive OBAG funding. The STA Board and Technical Advisory Committee (TAC) discussed such policies at their meetings of September 12 and August 29 respectively, and the recommended project screening and ranking criteria are included as Attachment B.

Attachment C is a summary of the projects recommended for OBAG funding by the member agencies and STA advisory Committees. As of the September 12 Board meetings, only the Pedestrian Advisory Committee and the Consortium had not met to provide any OBAG project or program recommendations. Consortium Chair Mona Babauta attended the workshop and spoke in favor of preserving transit levels of service, replacing transit vehicles in later years with new alternative fuel vehicles (and providing supporting infrastructure), providing funding for travel training, and introduced a project on behalf of SolTrans proposing Transportation System Management improvements along Military West in Benicia. The Consortium is requested to provide input on what should be the Consortium's recommendations to the STA Board on OBAG priority programs and projects.

**Fiscal Impact:**

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

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Adopt the final project selection criteria contained in Attachment B; and
2. Provide recommendations to the STA Board on programs and projects that should be prioritized for OBAG CMAQ Funding.

Attachments:

- A. Summary of STA Advisory Committee and Public Comments on OBAG Project and Program Selection
- B. Recommended OBAG CMAQ Project and Program Criteria
- C.1 Summary of Projects and Programs Recommended for OBAG CMAQ Funding
- C.2 STA Member Jurisdiction Requests for OBAG Funding

**Summary of STA Advisory Committee and Public Comments on  
OBAG Project and Program Selection**

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**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.

## Recommended OBAG CMAQ Project and Program Criteria

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### 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 allocation of funds, including OBAG, Safe Routes to Schools projects, State Transit Assistance Funds and Regional Measure 2 project funding, benefit multiple cities?

## Summary of Projects and Programs Recommended for OBAG CMAQ Funding

Agency	Project	OBAG Funds	PDA/PCA
Safe Routes to School Advisory Committee	SR2S Engineering Projects – reserve funds for engineering projects in each of the 7 school districts; a minimum of \$100,000 per district, with \$500,000 for larger projects. Individual projects to be determined later.	\$1,200,000	Not identified
Bicycle Advisory Committee	Vaca Dixon Bike Path Phase 5B – construct Class 2 bike path along Hawkins Road to complete the Vaca-Dixon Bike Path.	\$1,805,000	None
Pedestrian Advisory Committee	No individual projects prioritized; next meeting set for September 13.		
Paratransit Coordinating Council	No individual projects prioritized; interest in seeing projects prioritized by other Committees and member jurisdictions.		
Lifeline Committee	Expand point-to-point shuttle services from only serving seniors to include low income and others with limited mobility access		None
Lifeline Committee	Transit Ambassador Program – assist individuals in learning how to effectively use transit by providing training, a short-term transit partner and a transit pass		None
Seniors and Persons with Disabilities Transportation Advisory Committee	<ul style="list-style-type: none"> <li>• Inventory Sidewalk and Street focused around major transit centers and key destinations such as downtowns, employment centers and medical facilities</li> <li>• Implementation of the Travel Training (aka Transit Ambassador) Program</li> <li>• Additional funding for Intercity Service for Non-Ambulatory Riders and Mobility Programs through the 4 years of the OBAG cycle</li> </ul>		None

## STA Member Jurisdiction Requests for OBAG Funding

Agency	Project	OBAG Funds	PDA/PCA
City of Benicia	Benicia Industrial Park Transit Hub – construct 1 acre bus hub, including 50 parking spaces bus shelters and pull-out, bicycle parking, restrooms and support facilities. Located at Park Road/Industrial Way/ I-680 WB	\$500,000	Benicia Industrial Park PDA
City of Fairfield	West Texas Gateway Access Improvements – Improve sidewalks and crosswalks along West Texas Street that provide access to the Fairfield Transportation Center	\$2,000,000	West Texas PDA
City of Rio Vista	Rio Vista Waterfront Promenade Phase 2 – construct 850 feet of improvements along the Sacramento River water front south of the Rio Vista bridge.	\$370,000	Rio Vista Rural Investment Area
City of Suisun City	Lotz Way Improvements – improve bicycle and pedestrian facilities by installing a Class I facility, and improve the travel lane on the north side of Lotz Way, from Marina Boulevard to Main Street.	\$1,200,000	Downtown Suisun/Waterfront
City of Suisun City	Railroad Avenue Extension – extend Railroad Avenue from its current end just west of Marina Blvd. for 1,500 feet to a new controlled intersection at the Main Street/SR 12 Westbound intersection. The project includes a Class I bicycle facility.	\$1,522,500	Downtown Suisun/Waterfront
City of Suisun City	Suisun City Train Station Improvements – improve bicycle and pedestrian access to the train station, improve on-site ADA accessibility, expand bicycle storage facilities, and install additional signage and pedestrian access control to improve safety.	\$550,000	Downtown Suisun/Waterfront
City of Vacaville	Ulatis Creek Bike Path – McClellan to Comstock. Construct a Class I bike path from McClellan Street in downtown Vacaville to Comstock Way near I-80.	\$2,212,000	Downtown Vacaville PDA (connection)
City of Vacaville	Mason Street at Depot Street Road Diet – Construct bike and ped improvements including ped refuge and turn channelization on 3 corners of intersection.	\$309,000	Downtown Vacaville PDA
City of Vacaville	Allison PDA Bike and Ped improvements – improvements to both sides of Allison Drive, and improve ped signal at Burton Drive and Helen Power Drive.	\$586,000	Allison PDA; Burton/Power not in PDA.
City of Vacaville	Vacaville Intermodal Station Phase 2 – Construct 400-space parking garage.	\$10,235,000	Allison PDA
City of Vallejo	Downtown Streetscaping project on Maine Street including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art ; Maine Street from Santa Clara Street to Sacramento Street	\$1,640,000	Vallejo downtown/ waterfront

<b>Agency</b>	<b>Project</b>	<b>OBAG Funds</b>	<b>PDA/PCA</b>
Solano County	Lake Herman Road Bike Path – construct a 3-mile long Class 2 bike path from Vallejo to Benicia	\$2,070,000	None
Solano County	Vaca Dixon Bike Path Phase 5B - construct Class 2 bike path along Hawkins Road to complete the Vaca-Dixon Bike Path.	\$1,805,000	None

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

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**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><a href="#">AB 57</a> <a href="#">Beall D</a></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. <b>Last amended on 6/20/2012</b></p>	<p>Support 5/11/11 MTC, ABAG support</p>
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></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. <b>Last amended on 8/21/2012</b></p>	<p>Support with amends “to prohibit increased bus weights on residential streets” 6/13/12 CTA sponsored</p>
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></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. <b>Last amended on 8/23/2012</b></p>	<p>Oppose 6/13/12</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2679</a> <b>Committee on Transportation</b>  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. <b>Amended on 8/23/2012</b>	Support 4/11/12
<a href="#">ACA 23</a> <a href="#">Perea D</a>  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. <b>Last amended on 8/20/2012</b>	Support 4/11/12 MTC, CSAC, LCC support
<a href="#">SB 878</a> <a href="#">DeSaulnier D</a>  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. <b>Last amended on 8/22/2012</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1149</a> <a href="#">DeSaulnier D</a></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. <b>Last amended on 5/15/2012</b></p>	<p>Oppose 5/9/12</p> <p>MTC oppose</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1160</a> <a href="#">Padilla D</a>  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. <b>Last amended on 8/24/2012</b>	Support 5/9/12
<a href="#">SB 1396</a> <a href="#">Dutton R</a>  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. <b>Last amended on 4/11/2012</b>	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 6<sup>th</sup>, 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 6<sup>th</sup>) 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 21<sup>st</sup> 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
<a href="#">TIGER IV Discretionary Grant*</a>	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
<a href="#">TCSP</a>	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
<a href="#">State of Good Repair*</a>	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
<a href="#">Veterans Transportation and Community Living Initiative (VTCLI)*</a>	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.		
<a href="#">Clean Fuels*</a>	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	<b>\$51.5 million</b>	(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.		
<a href="#">Bus Livability*</a>	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$125 million</b>	(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
<a href="#">Economic Development Assistance Programs - Economic Adjustment Assistance Program</a>	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	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	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."		
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	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	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	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
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	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	<b>\$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	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."		
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	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.	<b>\$22 million</b>	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)	<b>\$75,000 per recipient in contractor support</b>	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.		
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding -- not available Budget request expected for Fiscal year 2013</b>	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.		
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	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
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	<b>\$25 million</b>	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.		
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	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	<b>\$20 million</b>	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.		
<a href="#">Innovative Transit Workforce Development Program</a>	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. Proposals 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
<a href="#">Transit Safety Research - Pedestrian Collision Warning Pilot Project</a>	Roy Chen, FTA Office of Technology, <a href="mailto:RoyWeiShun.Chen@dot.gov">RoyWeiShun.Chen@dot.gov</a> ; 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.		
<a href="#">Economic Development Assistance: Strong Cities</a>	Seattle Regional Office: Richard Berndt <a href="mailto:richard.a.berndt@eda.gov">richard.a.berndt@eda.gov</a> ; (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 #119)
- ~~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 14, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Lifeline Transportation Program Cycle 3 Next Steps

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**Background/Discussion:**

Metropolitan Transportation Commission (MTC) staff held a meeting with the Lifeline Program Administrators (LPA) for the nine Bay Area counties to discuss next steps related to the Third Cycle of the Lifeline Transportation Program. The LPA for Solano County is Solano Transportation Authority (STA). This meeting was to clarify and distinguish the roles and responsibilities for the LPA and MTC, provide fund source update and answer frequently asked questions on Lifeline funding (Attachment A).

Here is a brief update to the status of the Lifeline Program. More detail information will follow in the next few weeks and will be distributed to Project Sponsors.

**STA as the LPA's Role and Responsibilities**

- LPAs will serve as first line of communication with Project Sponsors. STA is to provide and disseminate information to project sponsors and respond to projects sponsors' questions. If you have any questions about Lifeline funding or program, please contact Liz Niedziela at [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com) or (707) 399-3217.
- Monitor project progress including meeting goals and delivering scope
- Ensure projects meet MTC obligation deadlines and project delivery requirements

**Lifeline Funding**

1. State Transit Assistance Funding (STAF)
  - FY12 funds are available now
  - FY13 funds will be received quarterly when actual tax revenues come in
  - Annual Report to MTC and STA (Attachment B)
2. Prop1B
  - FY 2011 funds - waiting for bond sale
  - Semi-Annual Report to Caltrans, MTC and STA
3. Surface Transportation Program (STP)
  - Process is on hold until fall 2012 due to 2013 Transportation Improvement Program (TIP) development
    - Some sponsors already added projects to the 2013 TIP and are awaiting TIP approval (anticipated mid-December)

- All other sponsors can add projects to the TIP when it opens for amendments (anticipated 9/26/12)
- Once project is entered into TIP, the funding *must* be spent the year entered
- Project sponsor has choice of going through Caltrans (FHWA) or transferring the funds to Federal Transit Administration (FTA)
- FTA - Quarterly Report through FTA Financial Status Reports and Milestones
- FHWA – To be Determined

As MTC Lifeline staff provides more information, STA will forward to potential Lifeline Project Sponsors.

**Recommendation:**

Informational.

Attachment:

- A. MTC Lifeline Transportation Program Cycle 3 Next Steps Powerpoint
- B. Annual Reporting for STA Lifeline Projects

# Lifeline Transportation Program Cycle 3 Next Steps

ATTACHMENT A

Meeting with County LPAs  
August 15, 2012  
10:00 – 11:30 am



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Kristen Mazur, MTC Staff  
(510) 817-5789 or [kmazur@mtc.ca.gov](mailto:kmazur@mtc.ca.gov)

Drennen Shelton, MTC Staff  
(510) 817-5909 or [dshelton@mtc.ca.gov](mailto:dshelton@mtc.ca.gov)

# Agenda

- Introductions
- MTC Lifeline Contacts
- LPA and MTC Roles and Responsibilities
- Fund Source Updates and FAQ
  - STA
  - Prop 1B
  - STP
  - JARC
- Communication with Project Sponsors



# MTC Lifeline Contacts

- Cycles 1 & 2 – Drennen Shelton
- Cycle 3 General Questions – Kristen Mazur
- Cycle 3 JARC – Drennen Shelton
- Cycle 3 STA/Prop 1B/STP – Kristen Mazur
- CBTPs – Drennen Shelton



# LPA and MTC Roles and Responsibilities

## ○ **CMA/LPA responsibilities:**

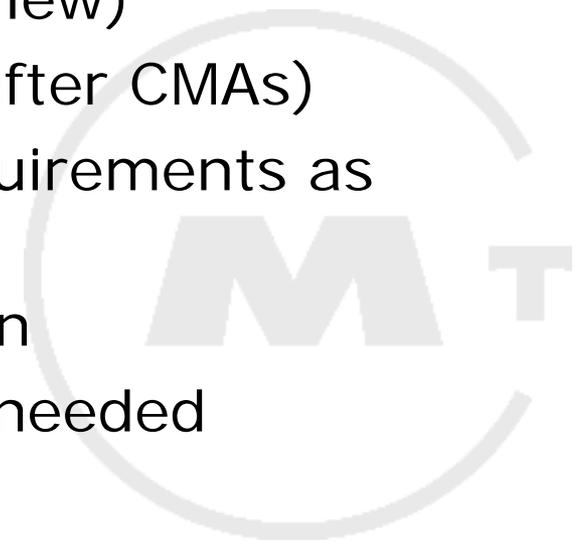
- Provide/disseminate information to Project Sponsors
- Respond to Project Sponsors' questions
- Review JARC quarterly invoices & progress reports
- Monitor project progress including meeting goals and delivering scope\*
- Ensure projects meet MTC obligation deadlines and project delivery requirements\*
- Review and approve budget/scope changes
- Assist with federal/state reporting as needed
- Retain copies of all LTP reports for future reference
- Complete/update CBTPs

\* = Required for STA, JARC, STP, optional for Prop 1B

# LPA and MTC Roles and Responsibilities

## ○ **MTC responsibilities:**

- Prepare and update fund estimates
- JARC grant and agreements for non-FTA grantees
- STA allocations
- Title VI monitoring of JARC subrecipients
- Invoice payments (after CMA review)
- Review budget/scope changes (after CMAs)
- Fulfill state/federal reporting requirements as appropriate
- Maintain/update Coordinated Plan
- Technical assistance to CMAs as needed



# Fund Source Updates & FAQ

- What is the current status?
- When can the project sponsor start spending money?
- How does sponsor request/receive payment?  
***What is LPA's role in this process?***
- How long does sponsor have to spend the funds?
- What are monitoring and reporting requirements? ***What is LPA's role?***

# State Transit Assistance (STA)

- **What is the current status?**
  - FY12 funds are available now
  - FY13 funds will be received quarterly when actual tax revenues come in
  - FY12 actual revenues are slightly higher than FY12 95% programming target
    - No LTP3 program revisions are needed at this time
    - Extra FY12 funds will be used to backfill FY13 shortfall if needed
    - If no FY13 shortfall, extra FY12 funds will go toward 5% contingency projects
  - FY13 revised estimates from State Controller's Office (SCO) are higher than FY13 95% programming target

# STA (continued)

- **When can sponsor start spending money?**
  - Expenses are eligible as of the start of the fiscal year in which the funds are claimed.
  - Example:
    - Claim submitted in FY13 (even midway through FY13) can be used to reimburse for expenses incurred as of July 1, 2012.

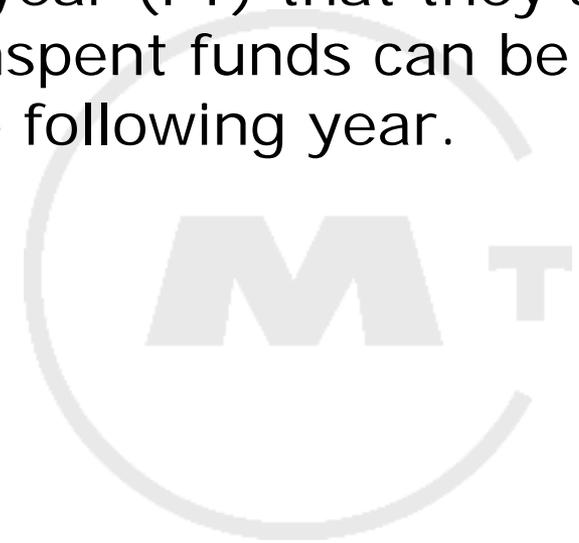


# STA (continued)

- **How does sponsor request/receive payment?**
  - Eligible STA claimants submit claims to MTC anytime after MTC programs the funds (6/27/12 for most counties)
  - Claims should not exceed the **95% programming target** amounts in the LTP3 program (MTC Res. 4053)
    - Project sponsors should not claim the amounts in the Fund Estimate (MTC Res. 4051)
  - The State allocates funds to MTC quarterly after the tax revenues come in. Once a sponsor has submitted their claim forms, MTC will automatically pay them quarterly for their share of the available funds.
  - ***LPAs do not review STA claims. At the request of LPAs, MTC can provide info on amounts claimed and paid.***

# STA (continued)

- **How long does sponsor have to spend the funds?**
  - Lifeline project delivery requirement: all sponsors must expend funds within three years of fund availability
  - STA requirement: for operations projects, sponsors should spend funds in the fiscal year (FY) that they are claimed. At the end of the FY, unspent funds can be returned to MTC and claimed the following year.



# STA (continued)

## ○ Monitoring and Reporting

- MTC created an annual report that we collect from the LTP STA claimants (excel file). The claimants must provide project data on an annual basis prior to the allocation of the following year's STA funding by MTC.
  - *MTC may ask the LPAs for assistance collecting annual report data*
  - *MTC will forward the STA annual reports to the LPAs for project monitoring/evaluation purposes*
  - *MTC will be requesting reports in the early fall*

## ○ Resources

- MTC's TDA/STA Web Page:  
<http://www.mtc.ca.gov/funding/STA-TDA/>

# Prop 1B Transit (PTMISEA)

- **What is the current status?**
  - FY 2011 funds - waiting for bond sale
- **When can sponsor start spending money?**
  - Project costs incurred after October 8, 2010 will be eligible for reimbursement after the bond sale<sup>1</sup>

<sup>1</sup> Per the PTMISEA Guidelines, Section 14, page 9, "project costs incurred before the passage of the following fiscal year Budget Acts are not eligible for PTMISEA funds." For FY11, this date is Oct. 8, 2010.

# Prop 1B (continued)

- **How does sponsor request/receive payment?**
  - Project sponsors have already submitted Allocation Requests to Caltrans (*LPAs do not review Allocation Requests*)
  - When a bond sale occurs, the state will distribute funds directly to the project sponsor
- **How long does sponsor have to spend the funds?**
  - Lifeline project delivery requirement: all sponsors must expend funds within three years of fund availability
  - Prop 1B deadline: FY11 funds are available for encumbrance or liquidation until June 30, 2017<sup>1</sup>

<sup>1</sup> Per the Budget Act of 2012. In past fiscal years, the delay of bond sales led to an extension of this<sup>79</sup> deadline.

# Prop 1B (continued)

## ○ **Monitoring and Reporting**

- Semi-annual reports due to Caltrans February 15 and August 15 each year
- Final reports due to Caltrans when sponsors complete their projects
- Annual TDA audit required that is due by December 31
- All reporting forms available at:  
<http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>
- ***LPA role: the LPAs do not need to monitor the Prop 1B projects unless they feel that it would be beneficial toward meeting the Lifeline goals***

# Prop 1B (continued)

## ○ Resources

- PTMISEA Guidelines: [http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop\\_1B/PTMISEA-Guidelines.pdf](http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop_1B/PTMISEA-Guidelines.pdf)
- Caltrans' Prop 1B PTMISEA Website: <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>



# Surface Transportation Program (STP)

## ○ **What is the current status?**

- Process is on hold until fall 2012 due to 2013 TIP development
- Initial step: Project Sponsors must add projects to the Transportation Improvement Program (TIP) to access funds
  - Some sponsors already added projects to the 2013 TIP and are awaiting TIP approval (anticipated mid-December)
  - All other sponsors can add projects to the TIP when it opens for amendments (anticipated 9/26/12)

# STP (continued)

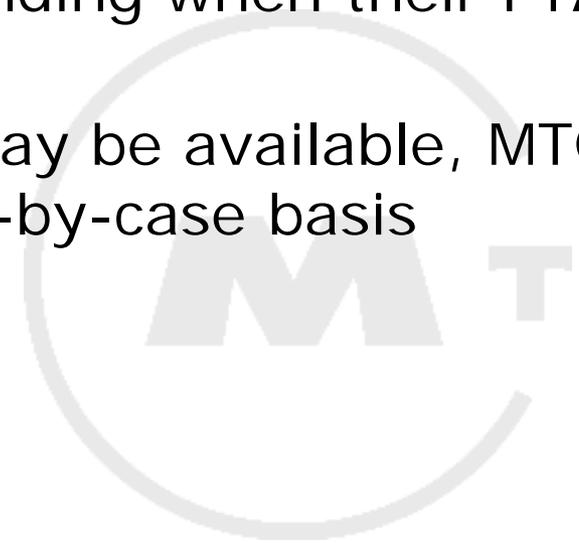
- **When can sponsor start spending money?**
  - Depends on program year
  - Depending on the project schedule, project sponsors can program the funds in the following fiscal years:

Program Year	Deadline for sponsor to deliver funding obligation/FTA Transfer request package to Caltrans Local Assistance	Deadline for funds to be obligated by FHWA or transferred to FTA
FY 2013	Feb. 1, 2013	April 30, 2013
FY 2014	Feb. 1, 2014	April 30, 2014
FY 2015	Feb. 1, 2015	March 31, 2015

Note: Once sponsor adds project to the TIP, they cannot change the program year to a *later* year; however, sponsors may be able to advance projects to an earlier year.

# STP (continued)

- **When can FHWA sponsor start spending money?**
  - City/County/CMA can begin when they receive Authorization to Proceed from Caltrans
- **When can FTA sponsor start spending money?**
  - Transit operators can begin spending when their FTA grants have been awarded
  - Pre-award spending authority may be available, MTC will evaluate requests on a case-by-case basis



# STP (continued)

- **How does sponsor request/receive payment through FHWA?**
  - City/County/CMA receives reimbursement directly from Caltrans through Local Assistance Process
- **How does sponsor request/receive payment through FTA?**
  - Transit operators receive reimbursement directly from FTA
- *LPAs are not involved in reviewing/approving STP payments*

# STP (continued)

- **How long does sponsor have to spend the funds?**
  - Lifeline project delivery requirement: all sponsors must expend funds (project closeout) within three years of obligation or FTA grant execution, whichever is applicable
    - ***This includes CMAs with CBTP updates***
  - STP requirements: Projects must meet all of the delivery requirements in MTC Resolution 3606 (located on MTC's Website at: <http://www.mtc.ca.gov/funding/delivery/>)

# STP (continued)

## ○ Monitoring and Reporting

- **FHWA**: Lifeline STP Reporting process to be finalized with input from LPAs
  - *MTC may ask the LPAs for assistance collecting report data*
- **FTA**: FTA collects quarterly progress reports and financial status reports, which can be viewed in FTA TEAM-Web

## ○ Resource

- MTC's STP/CMAQ web page:  
<http://www.mtc.ca.gov/funding/STPCMAQ/>



# Job Access and Reverse Commute (JARC)

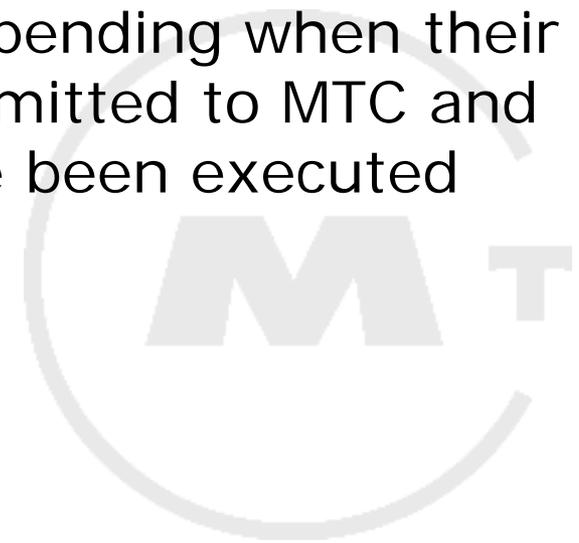
- **What is the current status?**

- Transit operators and MTC can submit FY11 & FY12 JARC grants to FTA after the 2013 TIP is adopted (mid-December)
- Subrecipient funding agreements: MTC staff will finalize project scopes and budgets in December/January



# JARC (continued)

- **When can sponsors start spending money?**
  - Transit operators can begin spending when their JARC grants have been awarded, or they can use pre-award spending authority once the project is programmed in the TIP and has an environmental clearance
  - MTC subrecipients can begin spending when their Title VI reports have been submitted to MTC and their funding agreements have been executed (expected March/April 2013)

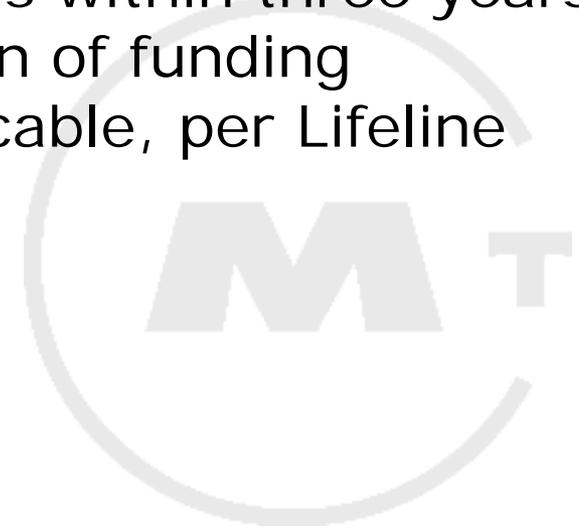


# JARC (continued)

- How do MTC subrecipients request/receive payment?
  - Sponsors submit quarterly invoices and progress reports to the county LPAs; *LPAs must approve invoices and authorize MTC to make payments*
- How do transit operators request/receive payment?
  - Transit operators receive reimbursement directly from FTA

# JARC (continued)

- **How long does sponsor have to spend the funds?**
  - MTC reserves the right to reprogram funds if transit operators fail to obligate their funds within 12 months of program approval
  - All sponsors must expend funds within three years of the grant award or execution of funding agreement, whichever is applicable, per Lifeline program guidelines



# JARC (continued)

## ○ Monitoring and Reporting

- Quarterly progress reports to MTC (MTC subrecipients)
  - *LPAs must review/approve reports with quarterly invoices.*
- Quarterly progress reports and Financial Status Reports to FTA, which can be viewed in FTA TEAM-Web (transit operators)
- Annual Title VI Report (MTC subrecipients)
- Annual FTA Certifications and Assurances (all)
- Annual FTA JARC Reporting (all)
- *MTC may ask the LPAs for assistance collecting Annual Title VI Reports, FTA Certs & Assurances, and FTA JARC Reports*

# JARC (continued)

- **Resource**

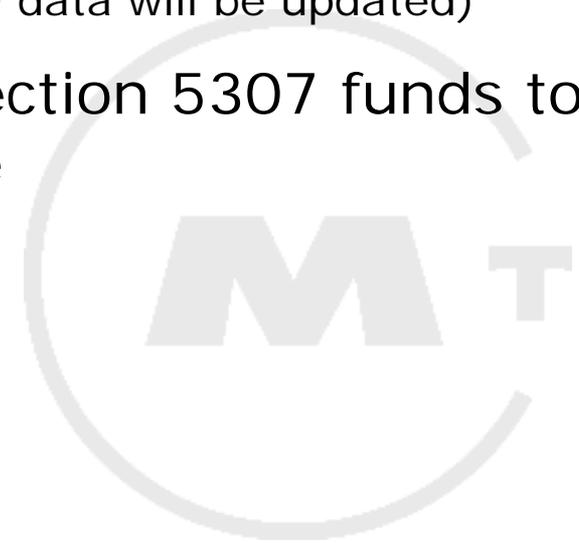
- FTA JARC Circular 9050.1  
([http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC.pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf))



# FY12 & FY13 JARC Amounts/MAP-21

## ○ **FY12 & FY13 STA Amounts in LTP3**

- FY12 actuals slightly lower than anticipated (*~7%*)
- FY13 estimates lower than anticipated (*approx. 7% to 18% depending on UA*)
  - FY13 Actuals will likely be different than estimates (low-income data will be updated with new ACS data; NTD data will be updated)
- MTC staff proposal: use FY13 Section 5307 funds to make LTP3 JARC program whole



# FY12 & FY13 JARC Amounts/MAP-21

## ○ **MAP-21 (FY13 & FY14)**

- JARC is no longer a separate grant program
- JARC projects are an eligible expense of 5307
- Section 5307 (including JARC) does not need to be competitively selected
- MTC will likely be Designated Recipient of Large UA and Small UA Section 5307 funds
  - Under SAFETEA, Small UA JARC funds were administered by Caltrans



# FY12 & FY13 JARC Amounts/MAP-21

- **MAP-21 (FY13 & FY14)** (continued)
  - Can non-profits and cities/counties be subrecipients of JARC? If so, who will be pass-through agency?
  - MTC staff proposal for future LTP cycles: Take the Section 5307 share distributed by JARC low-income formula (3.07%) and include it in LTP
  - FY13 Small UA funds not yet programmed



# Communication with Project Sponsors

- **MTC will prepare information for LPAs to disseminate**
  - Frequently Asked Questions
  - Timeline
- **LPAs will serve as first line of communication with Project Sponsors**



# Questions?

Kristen Mazur, MTC Staff

(510) 817-5789 or [kmazur@mtc.ca.gov](mailto:kmazur@mtc.ca.gov)

Drennen Shelton, MTC Staff

(510) 817-5909 or [dshelton@mtc.ca.gov](mailto:dshelton@mtc.ca.gov)



**LIFELINE TRANSPORTATION PROGRAM  
ANNUAL REPORTING FOR  
STATE TRANSIT ASSISTANCE (STA) FUNDED PROJECTS**

The purpose of this reporting form is to provide project data on an annual basis to Lifeline Program Administrators and MTC. Annual progress/performance data is to be reported prior to allocation of the following year's STA funding by MTC. Please fill in the highlighted portions.

<b>Project Name:</b>		<b>Lifeline Cycle:</b>	
<b>Sponsor:</b>			
<b>Contact name:</b>		<b>Phone:</b>	
<b>Email:</b>			

**1. Service Milestones**

A. This project provides (CHOOSE ONE AND DELETE OTHERS):

New Service

Expanded Service

Continued Service

B. List changes to service (if any) or other critical milestones:

**2. Improved Access to Jobs and Support Services**

**For New or Expanded Service ONLY:**

A. Number of new stops (if any) within 1/4 mile of or directly reaching employment sites not previously accessible by transit

- New stops connecting employers previously not geographically reachable by transit:

- New stops connecting employers during times not previously serviced, e.g. late night or weekend service:

B. For each stop, number of

- Employers reached:

- Jobs reached:

C. Number of new transportation service stops (if any) within 1/4 mile of or directly reaching childcare facilities and training or other employment support services:

D. Service Effectiveness and Efficiency

- Annual ridership on each new transportation service provided since service initiation:

- Cost per rider (use total cost of service):

- Additional vehicle hours during traditional hours (weekday 5:00am - 8:00pm):

- Additional vehicle hours during off-peak (weekday 8:00pm - 5:00am):

- Additional weekend vehicle service hours:

***For Continued Service ONLY:***

A. For each stop, number of

- Employers reached:

- Jobs reached:

B. Number of transportation service stops (if any) within 1/4 mile of or directly reaching childcare facilities and training or other employment support services:

C. Service Effectiveness and Efficiency

- Annual ridership on transportation service:

- Cost per rider (use total cost of service):

- Vehicle hours during traditional hours (weekday 5:00am - 8:00pm):

- Vehicle hours during off-peak (weekday 8:00pm - 5:00am):

- Weekend vehicle service hours:

**4. Coordination Information**

A. Financial Partnerships - Identify funding partners, the amount of sources of matching funds contributed to this project from the following:

- Human Service Agencies:

- Transit Agencies:

- Employers:

- Non-profit Organizations:

- Other:

B. Operating Partnerships - Identify partners in providing service:

- Transit Agencies:

- Private bus contractors:

- Taxis:

- Private paratransit contractors:

- School buses:

- Non-profit human service providers:

- Community or faith-based organizations:

- Other:

C. Administration

- Describe actions taken to coordinate and integrate new service within existing transportation services:

- Describe any ongoing coordination oversight mechanism:

- Describe other coordination activities not covered elsewhere (i.e. non-financial community partnerships, schedule coordination with other transit providers, etc.):

8/15/2011



DATE: September 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
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 Read-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 18, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Moving Ahead for Progress in the 21st Century (MAP 21) Update

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**Background:**

In June 2012, Congress passed, the Federal Authorization bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21). This bill consolidates funding programs and eliminates earmarks. As a result, a larger share of MAP 21 funding is distributed by formula 93% compared to 83% under SAFETA. With respect to public transit, the bill provides \$8.5 billion in FY2013 and FY 2013 a slight increase of 1.3 % from the last couple of year. MAP 21 goes into effect October 1, 2012 and authorizes the program for only two years until September 31, 2014.

**Discussion:**

MAP 21 was discussed at the Transit Financial Working Group (TFWG) meeting on August 1, 2012 (Attachment A). Metropolitan Transportation Commission (MTC) staff is working on getting further clarification and details on this new authorization and how some of the funding will be administered. Federal Transit Administration (FTA) provided a PowerPoint of MAP 21(Attachment B) and a fact sheet of each of the FTA programs that briefly explains who purpose, eligibility, what's new, and funding (Attachment C). SolTrans provided a brief summary of MAP 21 to the SolTrans Board on August16 that has highlights of this new authorization (Attachment D).

According to FTA some of the main changes are as follows:

- Steady and predictable funding
- Consolidates certain transit programs to improve efficiency
- Targeted funding increases particularly for improving the state of good repair (SGR)
- New reporting requirements
- Requires performance measures for SGR, planning, and safety

STA staff will continue to provide updates to the Consortium as more information becomes available.

**Recommendation:**

Informational.

Attachment:

- A. MTC Agenda Item 4A – Overview & Analysis of MAP 21
- B. FTA Map 21 PowerPoint
- C. FTA Fact Sheets
- D. SolTrans Agenda item A – MAP 21

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 4a

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*Memorandum*

TO: Legislation Committee

DATE: July 12, 2012

FR: Executive Director

RE: Overview & Analysis of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21)

**Overview**

On June 29, 2012 Congress passed H.R. 4348 (Mica), *Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP 21). Signed by President Obama the following week, Public Law 112-141 authorizes \$105 billion for federal highway and transit programs through FY 2014.

The bill consolidates almost 100 separate funding programs and eliminates earmarks, a dramatic change from SAFETEA, which included over 5,600 individual earmarks totaling almost \$22 billion. As a result, a much larger share of MAP 21 funding is distributed by formula: 93% compared to 83% under SAFETEA. The bill also eliminates the Equity Bonus program established under SAFETEA, replacing it with a guarantee that each state receives 95% back in federal highway funds relative to gasoline tax payments to the Highway Trust Fund. Overall, California is estimated to receive approximately \$3.5 billion and \$3.6 billion in FY 2013 and FY 2014, respectively, in comparison to \$3.4 billion in FY 2011.

Nationally, the bill provides \$39.7 billion and \$40.3 billion in highway funding obligation authority in FY 2013 and FY 2014, respectively, as shown in Attachment A. This represents a 1.4% annual increase over FY 2012 levels, but this increase masks reductions in certain highway programs that affect MTC, including the Congestion Mitigation & Air Quality (CMAQ) program, as noted below.

With respect to public transit, the bill provides \$8.5 billion and \$8.6 billion in FY 2013 and FY 2014 respectively, a 1.3% increase over the \$8.3 billion and \$8.4 billion provided in FY 2011 and FY 2012, respectively, as shown in Attachment B. The bill largely retains the historic 80/20 split between highway and transit funding.

**Unfinished Business**

***Highway Trust Fund Crisis Unresolved***

Unfortunately, MAP 21 punts on the long-term structural problem facing federal transportation funding — the fact that current funding levels substantially exceed dedicated revenues generated by the federal gas tax and placed into the Highway Trust Fund (HTF). To keep the HTF solvent, the bill makes a one-time transfer of \$2.4 billion of gasoline and diesel taxes already collected but deposited to a different fund, as well as a \$19 billion transfer from the General Fund to the Highway Trust Fund, offset by unrelated changes to pension law and other tax loopholes.

Additional bailouts of the Highway Trust Fund will be necessary after FY 2014 if fuel tax rates remain unchanged. As *The New York Times* put it in a recent editorial, “At some point, Congress must summon the courage to increase the tax. Until then, it’s all patchwork.”

Because of the challenge of finding revenue to simply maintain existing programs at current levels, the bill creates no significant new programs, other than those that replace similar programs that are eliminated. Instead, following the recommendations of the Surface Transportation Revenue and Policy Study Commission, the bill consolidates nearly 100 funding programs into several core highway and transit programs and broadens project eligibility to include projects that were previously only eligible under discrete funding pots.

### ***Metro Mobility***

With respect to metro mobility, the bill falls short. Rather than creating a new stand-alone program dedicated to metro mobility, MAP 21 unfortunately reduces the share of Surface Transportation Program (STP) funds that are distributed to urbanized areas of 200,000 or greater on the basis of population from 62.5% to 50%, although the smaller percentage applies to a larger, consolidated STP program. This issue is one that MTC will seek to address through legislation at the state level, as discussed in greater detail under “next steps.”

### ***Goods Movement***

There is also no new program for goods movement, as was proposed in the Senate bill, though freight is given a higher profile than ever before. The bill establishes a national freight policy, including core national goals, requires the U.S. Department of Transportation (DOT) Secretary to designate a primary freight network of up to 300,000 miles, and requires development of a National Freight Strategic Plan. It also lowers the local/state match requirement from 20% (standard match) to 10 percent for *any* freight project and 5% for freight projects on the interstate system as a way to encourage states to pursue goods movement projects.

### ***Pre-Tax Parity between Parking & Transit Not Restored***

Another disappointment is the absence of a provision to provide parity between parking and transit/vanpooling benefits in the transportation fringe benefit program. The Senate bill had raised the allowable withholding amount for public transit and vanpooling from \$125 per month to the same level allowed for parking (\$240 per month) but this was dropped from the conference report bill. MTC will continue to urge our Congressional delegation to address this disparity in the future.

### **Bay Area Funding Estimates**

#### ***Highway Programs***

The bill provides the San Francisco Bay Area with approximately \$346 million in combined CMAQ/STP/Transportation Alternatives (formerly Enhancements) funding over the next two years, as shown in Attachment C. This compares with \$378 million assumed in our fund estimate for the One Bay Area Grant program — a cut of 8 percent. We estimate the Bay Area will receive approximately \$175 million in STP funding over the two years (\$16 million less than estimated) and \$156 million in CMAQ (\$22 million less than estimated). The lower-than-forecast funding levels in STP are attributable to optimistic revenue assumptions that ultimately

did not materialize. For instance, funding levels for the CMAQ program were cut by one-third relative to the Senate version of MAP 21, and a \$200 million cut relative to SAFETEA. Similarly, STP funding levels in the final bill were approximately \$400 million lower than in the Senate bill. The reduction is partly offset by a higher-than-forecast degree of funding from the Transportation Alternatives program (\$15 million vs. \$9 million over the two-year period). The net change for the MTC fund estimate is a \$32 million hit over two years.

### ***Transit Formula Funding***

In total, we estimate the region will receive approximately \$399 million and \$405 million in FY 2013 and FY 2014, respectively, from the various FTA formula grants, compared to \$353 million in FY 2012, as shown in Attachment D. When the former Bus and Bus Facilities discretionary program is included in our FY 2012 share, the increase from MAP 21 drops to just \$3 million in FY 2012 and about \$8 million in FY 2013-14. In sum, the region's share of FTA funding largely stays largely the same despite a number of programmatic changes.

### **Highway Program: Key Funding & Policy Changes**

#### ***America Fast Forward Proposal Adopted: TIFIA Funds Expanded & Made More Accessible***

The most notable funding change to MAP 21 is in the TIFIA (Transportation Infrastructure Finance and Innovation Act) loan program. The bill includes most of the recommendations included in "America Fast Forward" — a policy platform advanced by the Los Angeles Metropolitan Transportation Authority. Specifically, TIFIA funding grows from \$120 million per year in FY 2012 to \$750 million in FY 2013 and \$1 billion in FY 2014. This translates into lending capacity of approximately \$7.5 billion and \$10 billion in each of these fiscal years, compared to about \$1.2 billion in FY 2012.

In addition to raising the amount of TIFIA funding available, the bill also increases the maximum share of a project's cost that can be financed through TIFIA from 33% to 49%. With regard to project eligibility, the bill allows projects to be grouped together to help more project sponsors meet the minimum cost threshold. It also standardizes the selection process and adds deadlines so that applicants must be notified about the status of their application within 90 days. The bill permits a public agency to line up TIFIA credit assistance to support a public-private partnership in advance of completing the procurement. Access to TIFIA funding is also simplified by moving to a rolling application process.

#### ***MAP 21 Broadens States' Ability to Toll Bridges and Highways, Including Interstates***

While the Senate version of MAP 21 contained very few provisions related to tolling, the final bill includes a number of important tolling-related changes. Specifically, MAP 21:

- Relaxes the general prohibition against tolling on the national highway system. New toll lanes may be constructed on existing highways, bridges and tunnels as long as the number of toll-free lanes remains the same before and after construction
- Makes it explicit that federal funds may be used to convert an HOV lane to a high-occupancy toll (HOT) lane
- Imposes sanctions for failure to maintain minimum speeds in an HOV lane within 180 days of being notified, thereby facilitating the conversion from HOV lane to HOT lane

- Removes the requirement for an agreement between a tolling facility and FHWA, permitting the tolling agreement to be self-executing
- Allows toll revenue to be used to provide a reasonable rate of return on investment, opening the door to public-private partnerships
- Permits the DOT Secretary to discontinue the authority for a public agency to impose tolls in the event that the agency is not complying with limitations on the use of toll revenue

### ***CMAQ Revisions***

Overall, MAP 21 provides \$2.2 billion for CMAQ, a cut of almost \$300 million relative to the original FY 2010-11 apportionment. For California, this translates into approximately \$445 million in CMAQ in FY 2012-13, a cut of 9 percent relative to FY 2010-11. The bill also revises the distribution of CMAQ funds from a needs-based formula, with funds distributed on the basis of air quality considerations (population size and exposure to levels of carbon monoxide and ozone in areas designated by the United States Environmental Protection Agency (EPA) as “nonattainment”) to one based on the funding levels each state received in 2009.

### ***New Emphasis on Fine Particulate Matter (PM 2.5)***

The final bill eliminated a set-aside that would have required 15 percent of the region’s CMAQ funds to be spent on the retrofit of diesel engines. MTC and other California transportation agencies had strongly opposed this provision. Instead, the bill requires that regions that are nonattainment for fine particulate matter (PM 2.5) prioritize projects that reduce PM 2.5. In addition, the bill contains a provision requiring that each state dedicate 25 percent of the share of their CMAQ funds attributable to PM 2.5 to nonattainment areas for projects that reduce PM 2.5. Caltrans is currently seeking guidance from FHWA to determine what this means for California, both in terms of how funds will be distributed as well as the types of projects that will be eligible.

### ***Broader Eligibility***

The bill significantly broadens the types of projects eligible for CMAQ funds, adding:

- Turning lanes
- Real-time traffic, transit, and multimodal traveler information (i.e. 511)
- Incident and emergency response
- Electric vehicle charging stations and natural gas fueling stations
- Clarifies that highway capacity expansion for single-occupant vehicles is permissible as long as the capacity is not accessible during peak-hours.

### ***MPOs Permitted Broader CMAQ Flexibility if “Program of Projects” Reduces Emissions***

Notably, the bill broadens CMAQ eligibility significantly for MPOs that chose to conduct a “technical assessment” of a program of projects that demonstrates an overall reduction in emissions. In that event, *any* project within the program is eligible to use CMAQ funds without a requirement that each individual project reduce emissions.

### ***Surface Transportation Program Changes***

As noted previously, the bill retains the Surface Transportation Program, but reduces the share of funds distributed to urbanized areas on the basis of population from 62.56% to 50%. While this is consistent with the provisions that were included in the original version of MAP 21, the funding level provided for STP in the conference bill is about 4% lower than the amount included in the Senate bill. The bill broadens STP eligibility to include a number of projects that were formerly provided their own separate funding categories, such as Safe Routes to Schools and Recreational Trails. Notably, the bill expands STP eligibility to include “installation of safety barriers and nets on bridges,” a change clearly made to allow the Golden Gate Bridge’s suicide barrier to be eligible for STP funds.

### ***Transportation Alternatives***

A major point of conflict in the SAFETEA reauthorization debate was how to treat the former Transportation Enhancements (TE) program. While a significant number of House Republicans sought its wholesale elimination, the final bill strikes a compromise through the creation of a new “Transportation Alternatives” (TA) program. The TA program receives about 2% of formula-based funding, the same share that TE received in SAFETEA. However, considering that MAP 21 eliminated the stand-alone Safe Routes to Schools and consolidated the Recreational Trails program in with TA — the bill actually cuts funding by 34 percent when compared to FY 2011 funding for all three prior programs. In addition, MAP 21 significantly broadens TA eligibility to allow work that would otherwise be funded as part of an overall project’s costs (such as environmental mitigation or ADA compliance) to qualify for TA funding. Attachment E provides a list of changes to eligibility within the TA program, as well as provisions that allow a state to partially opt-out of the program.

In terms of funding distribution, MAP 21 requires states to fund Recreational Trails at 2009 levels unless a Governor chooses to opt out. After this initial take-down, 50% of TA is suballocated to localities based on population, while the other half is left to state discretion. Funds distributed to the state and MPOs must be awarded competitively. With respect to MPO funds, the bill also requires consultation with the state prior to the award of funding. This is similar to the approach we have followed for TE funds under California state law for many years, except that the state has retained 25%, while regions have had programming responsibility for the remaining 75%.

### ***Intelligent Transportation System***

MAP 21 includes a number of changes to current law that broaden eligibility of various programs to allow funds to be used for intelligent transportation system technology improvements. According to ITS America, the leading advocacy organization on the subject, H.R. 4348:

- Ensures that ITS technologies are eligible for funding within *every* major formula program
- Restores the ITS research program from \$50 million to \$100 million per year
- Creates a new \$62.5 million per year Technology and Innovation Deployment program to accelerate the adoption of innovative technologies.

## **Public Transit Program**

### ***New State of Good Repair Program***

The public transit section of MAP 21 includes some significant changes. The Fixed Guideway Modernization Program (Section 5309) has been replaced by a new, larger State of Good Repair program (Section 5337). Both programs provide funding for replacement and rehabilitation of rail, ferry and bus rapid transit capital assets. The SGR program apportions funds using a new formula based on system age and service levels that provides the region roughly the same share we received under the Fixed Guideway Program (7.9 % vs. 8.0%).

### ***New Bus & Bus Facilities Formula Program***

The Bus and Bus Facilities program (Section 5309), a discretionary program managed by FTA and previously earmarked by Congress, is replaced by a Bus and Bus Facilities formula program (Section 5339) that will be managed by designated recipients of FTA funds, such as MTC. As with the former program, eligible projects include expansion, enhancement, replacement and rehabilitation of buses and bus facilities. While the formula program provides roughly half the level of funding under the former, discretionary program, the Bay Area will be guaranteed almost 4% of the federal program in comparison to no predictable funding levels under the discretionary program.

### ***Changes to Human Services Programs***

The Section 5316 Jobs Access and Reverse Commute (JARC) program has been combined with the Section 5307 Urbanized Area Formula program, FTA's primary capital and operating support program. Three percent of Section 5307 funds will be apportioned based on low-income population shares, and JARC projects will be eligible for 5307 funding. MTC has been using JARC funds to support the Lifeline program.

The Section 5317 New Freedom Program, which provided funding for projects to serve disabled persons above and beyond Americans for Disabilities Act (ADA) requirements, has been combined with Section 5310 Elderly and Disabled Program, with increased funding and revised project eligibility.

### ***New Starts Program Reforms***

The bill broadens eligibility in the Capital Investment Grant program to include "core capacity" projects whereby a renovation of an existing system would be eligible for the first time. Considering the age of the Bay Area's rail systems, this provides a significant new opportunity for the Bay Area's rail operators. A core capacity improvement project is defined as a substantial corridor-based capital investment in an existing fixed guideway system that increases capacity by at least 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system. It also includes changes to the new starts application and review process that staff will be reviewing in further detail over the next few weeks.

## **Performance Measures & Metropolitan Planning**

MAP 21 requires the use of performance measures related to highway condition and performance, safety, congestion and air quality, and freight movement in transportation planning and programming. These requirements apply to both states and MPOs. With respect to the metropolitan planning, current law is largely retained, including the much-disputed population threshold for MPOs, which is left at 50,000. Key changes include:

- Board Structure – within two years of enactment, each MPO is required to include representation by providers of public transportation
- An MPO may restructure to meet the new structure requirements without going through a re-designation
- Plans and transportation improvement programs (TIPs) must be developed through a performance-driven, outcome-based approach as detailed below:
  - MPOs establish targets to track progress towards attainment of outcomes for the region
  - Targets established in coordination with the state and providers of public transportation to ensure consistency
  - Establish target not later than 180-days after the state or the public transportation establish performance targets
  - MPOs integrate goals, objectives, performance measures, and targets of state and transit plans into the regional transportation plan (RTP).
- The RTP shall include: a description of performance measures and targets; system performance report (evaluation of condition and performance with respect to targets).
- The TIP is required to contain projects consistent with current RTP, reflect investment priorities in the plan, and be designed to make progress toward achieving targets.
- TIP is required to include, to the maximum extent practicable, anticipated effect of the TIP toward achieving targets linking investments to targets
- The DOT Secretary must report to Congress in five years on the effectiveness of performance based planning of each MPO.

## **Project Delivery**

MAP 21 includes an entire section on “Acceleration of Project Delivery,” an issue championed in the California Consensus Principles given that federally-funded transportation projects often take 15 years or longer to obtain all the necessary project approvals. While the bill does not impose firm deadlines on the environmental review process or curtail the ability of project opponents to use the National Environmental Policy Act (NEPA) to challenge a project, it does:

- Establish a process for DOT and environmental agencies to establish deadlines for issuance of project approvals and elevation of disputes among agencies. Imposes monetary penalties on agencies that miss the deadlines
- Expand the NEPA delegation program to include transit projects.
- Direct DOT to adopt rules regarding programmatic approaches to environmental reviews (rather than on a project-by-project basis)
- Broaden the types of projects that are categorically exempt to include projects that are:

- In the operational right-of-way (could apply to many HOV and HOT lane projects)
- Receive less than \$5 million in federal funds
- Have a total estimated cost less than or equal to \$30,000,000 receiving Federal funds comprising less than 15 percent of the total.

### **Next Steps**

MTC staff has already begun consulting with our partner MPOs from the other major metro areas in California to discuss options for state legislation to address both technical implementation issues, as well as substantive concerns related to how funds are distributed within the state. In particular, we believe there may be an opportunity to significantly increase the Bay Area's share of STP and TA funds, as noted below.

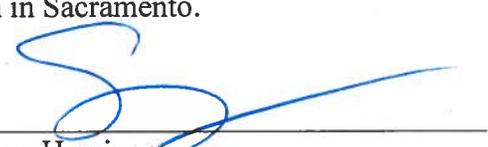
### ***Surface Transportation Program***

MTC, along with MPOs across California, are discussing the merits of pursuing a statutory change to raise the share of STP funding that is suballocated on the basis of population from 50% in MAP 21 to 62.5% — the level provided for in SAFETEA and prior acts. Staff believes this approach has merit, not simply to maintain the status quo, but rather to ensure that this highly flexible source of federal funds is spent where it will have the most benefit, in metro areas where the vast majority of the population lives, works and gets stuck in traffic. This approach is also consistent with California's 15-year old policy that dedicates 75 percent of State Transportation Improvement Program funds to regions for the selection of projects consistent with RTPs, established by Senate Bill 45 (Kopp, 1997).

### ***Transportation Alternatives***

In addition, preliminary discussions also indicate support for a statutory change that would distribute the new Transportation Alternatives funding to regions on the basis of population. Considering its emphasis on non-motorized transportation, this program could be a useful source of funding to help implement the sustainable communities strategies required by SB 375 (Steinberg, 2008).

Ideally, any implementing legislation will be enacted in August when the Legislature returns from its summer recess in order to ensure that it goes into effect as soon as possible. Staff will continue to analyze the details of MAP 21 over the next month and keep you apprised of any legislative developments to shape the bill's implementation in Sacramento.



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Steve Heminger

Comparison of MAP 21 Highway & Transit Funding with FY 2011 and FY 2012

	FY 2010-11 Actual	FY 2011-12 Estimated	FY 2013	FY 2014	Percent Change FY 2011-2013
<b>Office of the Secretary (DOT)</b>					
National Infrastructure Investments - (TIGER Program.) <sup>1</sup>	\$ 528,000	\$ 500,000	\$ 500,000	\$ -	0.00%
<b>Federal Highway Administration (FHWA)</b>					
Federal Aid Highways Obligation Limitation	\$ 41,024,786	\$ 39,143,583	\$ 39,699,000	\$ 40,256,000	-1.87%
Emergency Relief (not subject to obligation limitation)	\$ -	\$ 1,662,000			
Transportation Enhancements	\$ 726,891	Info not available			
Safe Routes to Schools	\$ 202,440	\$ 21,751,779			
Recreational Trails	\$ 96,571	Info not available			
<i>Subtotal</i>	\$ 1,025,902				
Transportation Alternatives	(compare to subtotal above)	\$ 808,760	\$ 819,900	\$ 819,900	21.17%
Surface Transportation Program (STP)	\$ 7,268,691	\$ 8,791,317	\$ 10,005,135	\$ 10,089,729	38.81%
National Highway Performance Program	---	---	\$ 21,751,779	\$ 21,935,692	
Congestion Mitigation & Air Quality (CMAQ)	\$ 1,977,277	\$ 2,320,919	\$ 2,209,173	\$ 2,227,860	12.67%
Transportation Innovation Financing (TIFIA)	\$ -	\$ 120,000	\$ 750,000	\$ 1,000,000	
Metropolitan Planning	\$ 341,837	\$ 283,769	\$ 311,667	\$ 314,303	-8.05%
Ferry Boats & Terminal Facilities	\$ 67,000	\$ 67,000	\$ 67,000	\$ 67,000	0.00%
<b>Federal Transit Administration (FTA)</b>					
Formula & Bus Grants	\$ 8,633,366	\$ 8,360,565	\$ 8,343,000	\$ 8,361,000	-3.15%
Urbanized Area Formula	\$ 4,529,825	\$ 4,160,365	\$ 4,397,950	\$ 4,458,650	-1.57%
<i>Job Access and Reverse Commute Set-Aside</i>	\$ 164,157	\$ 164,500	\$ 131,939	\$ 133,760	-18.52%
Non Urbanized Area Formula Program	\$ 439,783	\$ 465,000	\$ 599,500	\$ 607,800	38.20%
Fixed Guide way Modernization	\$ 1,663,033	\$ 1,666,500			
State of Good Repair Formula Program	---	---			
Growing & High Density States	\$ 232,500	\$ 465,000	\$ 518,700	\$ 525,900	126.19%
Alternative Analysis Program	\$ 26,844	\$ 25,000			
Alternative Transportation in Parks and Park Land	\$ 24,947	\$ 26,900			
Bus & Bus Facilities Formula	---	---	\$ 422,000	\$ 427,800	
Bus and Bus Facility Discretionary Program	\$ 981,953	\$ 984,000			
Clean Fuels	\$ 51,392	\$ 51,500			
Elderly and Disabled	\$ 133,232	\$ 133,500	\$ 254,800	\$ 258,300	93.87%
Job Access and Reverse Commute (JARC)	\$ 164,157	\$ 164,500			
New Freedom	\$ 99,499	\$ 92,500			
Over the Road Bus	\$ 8,782	\$ 8,800			
Planning and Research	\$ 113,262	\$ 113,500	\$ 126,900		-100.00%
Major Capital Investment Program (New & Small Starts)	\$ 1,600,000	\$ 1,955,000	\$ 1,907,000	\$ 1,907,000	19.19%
<i>Federal Transit Administration Total<sup>2</sup></i>	\$ 10,278,484	\$ 10,458,278	\$ 10,578,000	\$ 10,701,000	2.91%
<b>Grand Total</b>	\$ 51,831,270	\$ 50,101,861	\$ 50,777,000	\$ 50,957,000	-2.03%

Notes:  
 1) H.R. 4348 authorizes \$500 million for a Projects of National and Regional Significance from the General Fund, but the funds must be subsequently appropriated by Congress.  
 2) Figures may not sum due to exclusion of certain programs & administration costs.  
 Source: Text of H.R. 4348, FHWA web site (<http://www.fhwa.dot.gov/map21/funding.cfm>) and 6/29/12 issue of Transportation Weekly.

MAP-21 FY 2013 - FY 2014 FTA Formula & Bus Grants Authorizations

Program	Dollars in millions						Annual % Change	
	FY11	FY12	FY13	FY14	FY13	FY14	FY13	FY14
Section 5307 Urbanized Area Formula Program	4,542.6	4,551.9	4,707.1	4,772.1			3.4%	1.4%
Section 5316 Job Access and Reverse Commute	164.2	164.5	135.0	136.9			-17.9%	1.4%
Subtotal 5307 + 5316	4,706.7	4,716.4	4,842.1	4,908.9			2.7%	1.4%
Section 5309 Bus and Bus Facilities Program	982.0	984.0					-100.0%	N/A
Section 5309 Fixed Guideway Modernization	1,663.0	1,666.5					-100.0%	N/A
Section 5337 State of Good Repair			2,136.3	2,165.9			N/A	1.4%
Section 5339 Bus and Bus Facilities Program			422.0	427.8			N/A	1.4%
Subtotal SGR Programs	2,645.0	2,650.5	2,558.3	2,593.7			-3.5%	1.4%
Section 5310 Elderly and Disabled	133.2	133.5	254.8	258.3			90.9%	1.4%
Section 5317 New Freedom Program	92.3	92.5					-100.0%	N/A
Subtotal 5310 + 5317	225.5	226.0	254.8	258.3			12.7%	1.4%
Section 5305 Planning Programs	113.3	113.5	136.9	138.8			20.6%	1.4%
Section 5308 Clean Fuels Grant Program	51.4	51.5					-100.0%	N/A
Section 5311 Nonurbanized Area Formula Program	537.2	538.5	674.1	683.4			25.2%	1.4%
Section 5320 Paul S. Sarbanes Transit in Parks	26.8	26.9					-100.0%	N/A
Section 5339 Alternative Analysis Program	24.9	25.0					-100.0%	N/A
Over-the-Road Bus Accessibility Program	8.8	8.8					-100.0%	N/A
Research and University Research Centers	3.5	3.5					-100.0%	N/A
Section 5318 Bus Testing Facility			3.0	3.0			N/A	0.0%
Section 5322(d) National Transit Institute			5.0	5.0			N/A	0.0%
Section 5335 National Transit Database			3.9	3.9			N/A	0.0%
Total Formula & Bus Grants	8,343.2	8,360.6	8,478.0	8,595.0			1.4%	1.4%

Notes:  
Sections 5307 and 5311 include Section 5340 Growing & High Density States.

Comparison of MAP 21 Funding Levels With Assumed STP/CMAQ Funding Levels for FY 2012-13 and FY 2013-14

MAP 21 Funding Category	MAP 21 Estimate FY 2012-13	MAP 21 Estimate FY 2013-14	MAP 21 Two-Year Total
STP - Assumed for Programming	95	95	191
STP - Estimated Apportionments	87	88	175
<b>STP - Difference</b>	<b>(8)</b>	<b>(7)</b>	<b>(16)</b>
CMAQ - Assumed for Programming	89	89	178
CMAQ - Estimated Apportionments	78	78	156
<b>CMAQ - Difference</b>	<b>(11)</b>	<b>(11)</b>	<b>(22)</b>
TA - Assumed for Programming	5	5	9
TA - Estimated Apportionments	7	7	15
<b>TA - Difference</b>	<b>3</b>	<b>3</b>	<b>6</b>
<b>TOTAL Assumed for Programming</b>	<b>189</b>	<b>189</b>	<b>378</b>
<b>TOTAL Estimated Apportionments</b>	<b>172</b>	<b>174</b>	<b>346</b>
<b>TOTAL Difference</b>	<b>(17)</b>	<b>(15)</b>	<b>(32)</b>

**Acronyms:**

STP: Surface Transportation Program

CMAQ: Congestion Mitigation & Air Quality Program

TA: Transportation Alternatives (formerly known as Transportation Enhancements)

MAP-21 - FTA Formula Programs - MTC Apportionment Estimates Summary

Dollars in millions

Program	SAFETEA FY 2012		MAP-21 FY 2013		MAP-21 FY14		Percent Change FY 2012 - FY 2012	
	MTC Share	Share of total	MTC Share	Share of total	MTC Share	Share of total	MTC Share	% Change
5307 Urbanized Area	212.0	4.67%	207.5	4.49%	210.5	4.49%	(4.6)	-2.1%
5316 JARC	3.6	2.02%	2.9	2.11%	2.9	2.11%	(0.7)	-20.1%
Subtotal 5307/JARC	215.6	4.57%	210.3	4.42%	213.3	4.42%	(5.3)	-2.4%
5309 Fixed Guideway	132.7	8.01%					(132.7)	-100.0%
5309 Bus & Bus Facilities	42.9	4.40%					(42.9)	-100.0%
5337 State of Good Repair			168.1	7.93%	170.4	7.93%	168.1	N/A
5339 Bus & Bus Facilities			13.0	3.64%	13.2	3.64%	13.0	N/A
Subtotal SGR Programs	175.6	6.67%	181.1	7.31%	183.6	7.31%	5.5	3.1%
5310 Elderly & Disabled	2.6	1.91%	7.6	3.00%	7.7	3.00%	5.1	198.4%
5317 New Freedom	2.3	2.26%					(2.3)	-100.0%
Subtotal 5310/5317	4.8	2.06%	7.6	3.00%	7.7	3.00%	2.8	57.6%
Total	396.1	5.22%	399.0	5.33%	404.7	5.33%	3.0	0.8%
Total excluding 5309 Bus	353.1	5.34%	399.0	5.33%	404.7	5.33%	45.9	13.0%

Notes:

Total apportionments reflect admin, safety oversight and ferry discretionary takedowns, and reapportioned prior-year funds, which is why they are different than authorized 5307 includes portion of 5340 Growing/High-Density states that is apportioned through 5307; remainder is apportioned through 5311 Non-Urban. JARC combined with 5307 in MAP-21; FY13 & FY14 JARC shown separately for comparison with FY12. 3.07% of 5307 apportioned by JARC low-income formula. JARC % of 5307/JARC total is only 2.84% because JARC set-aside not applied to 5340 funds included in 5307. Est. MTC FY12 apportionments for 5307, 5316 (large UAs) and 5317 (large UAs) based on FY12 partial-year apportionments. Est. MTC FY12 apportionments for 5309 FG based on FY11 apportionments. Est. MTC FY12 apportionments for 5309 Bus, 5310, 5316 (small UAs) and 5317 (small UAs) based on historical averages. Used SGR and Livability discretionary grants for 5307. Est. MTC FY13 apportionments for 5307, JARC, 5337 SGR and 5339 Bus from House T&I formula run. Est. MTC FY13 apportionments for 5310 extrapolated from Senate Banking table (for Senate version of bill).

J/Committee/Legislation/Meeting Packet/2012/07\_Jul2012/4a\_AttachD\_FTA\_BayArea\_Estimates.xls

MAP 21's "Transportation Alternatives" Program:  
Changes to Project Eligibility from SAFETEA's "Transportation Enhancement" Program

Removed or Modified	Additions or Modifications
<ul style="list-style-type: none"> <li>• Transportation museums</li> <li>• Landscaping and scenic beautification</li> <li>• Archeological planning and research</li> </ul> <p><b><u>Opt-Out Provisions</u></b></p> <ul style="list-style-type: none"> <li>• While the bill does not allow a state to opt out of the Transportation Alternatives program entirely, beginning in August 2013, a state opt out of an entire year's worth of its TA funding and transfer it to any CMAQ-eligible project. This could encourage states that would prefer to spend the money on other types of projects to sit on the funds until they accumulate a backlog of funding.</li> </ul>	<ul style="list-style-type: none"> <li>• Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.</li> <li>• Construction of new turnouts, overlooks and viewing areas.</li> <li>• Construction, planning and design of infrastructure-related projects that will achieve compliance with the Americans with Disabilities Act.</li> <li>• Archeological activities related to impacts from a transportation project eligible under Title 23 (narrowed)</li> <li>• Vegetation management to improve roadway safety, prevent invasive species and provide erosion control (similar to landscaping &amp; beautification, though more specific).</li> <li>• Any environmental mitigation activity, including pollution prevention and pollution abatement activities related to stormwater management, control and water pollution prevention and reduction of wildlife mortality and restoration and maintenance of natural habitat (emphasis added).</li> </ul>



# FTA

FEDERAL TRANSIT ADMINISTRATION



## MAP-21

Moving Ahead for Progress in the 21st Century

Transforming the Way we Build, Manage, and Maintain our Nation's Transit Systems



U.S. Department of Transportation  
Federal Transit Administration

# Overview of Presentation

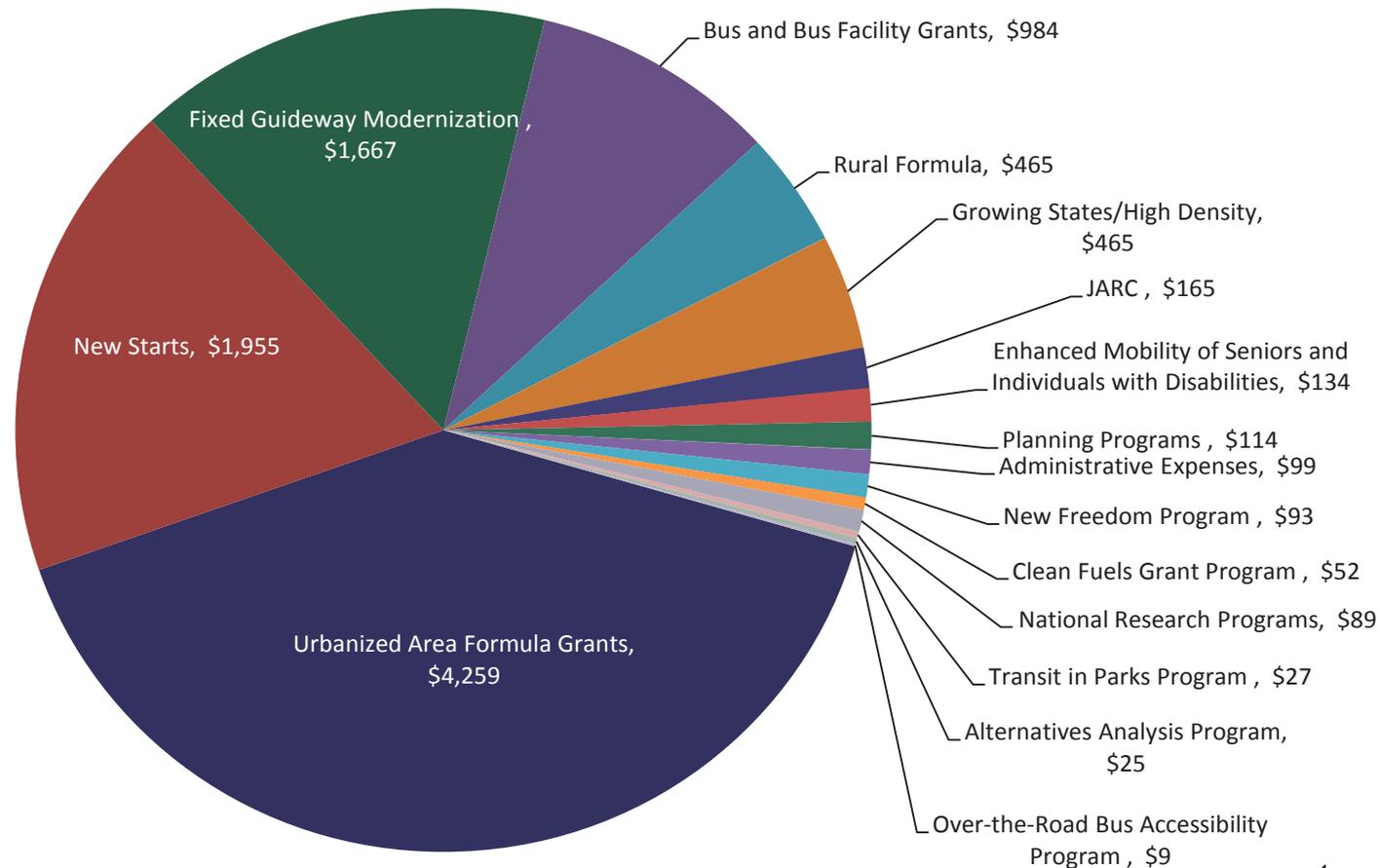
- What is MAP-21?
- What does it mean for FTA grantees?
- Highlights of new and consolidated program changes

# Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)

- Signed into law by President Obama on July 6, 2012
- Extends current law (SAFETEA-LU) through September 30, 2012
- Goes into full effect October 1, 2012
- Authorizes programs for two years, through September 30, 2014

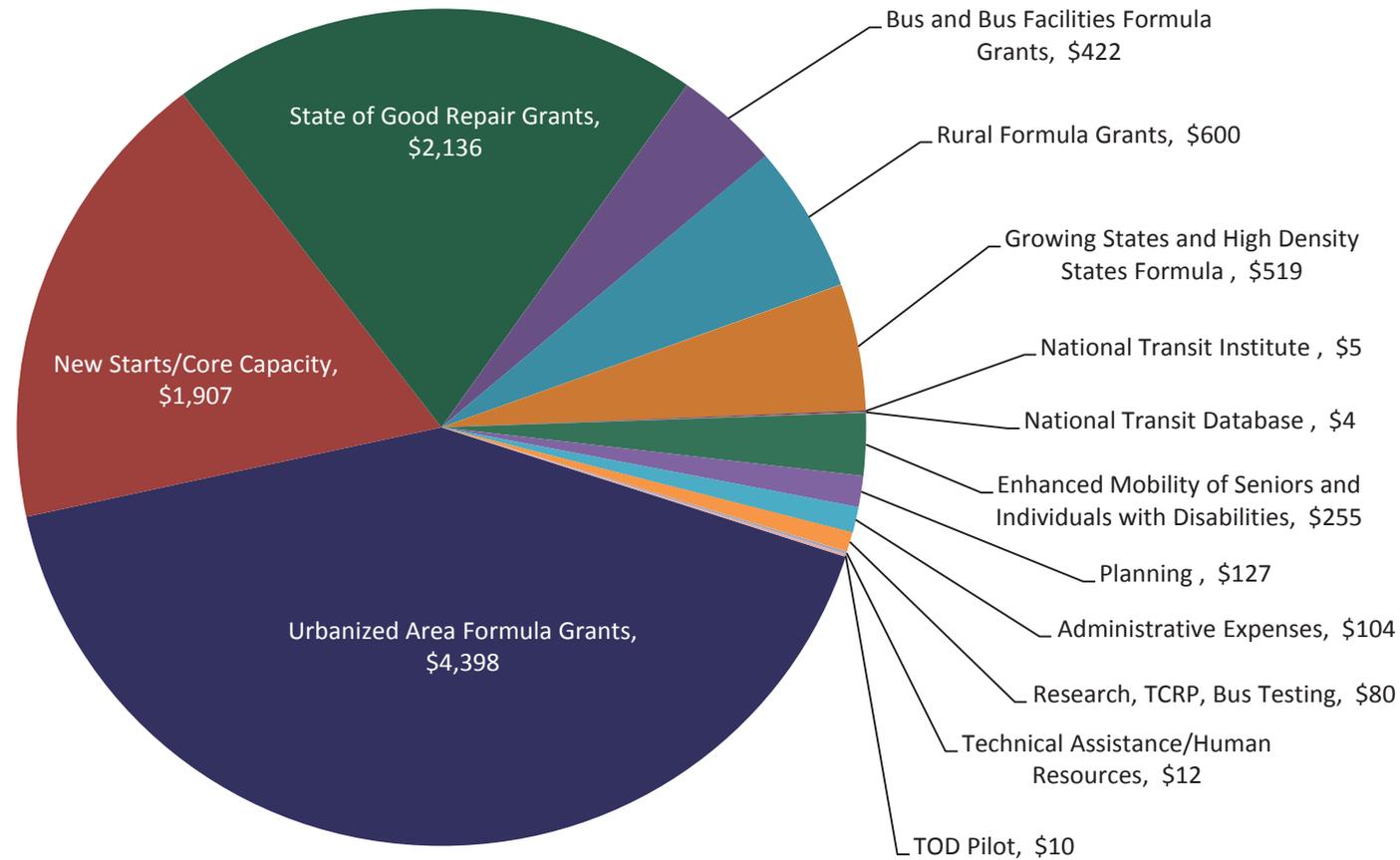
# Current Authorized Funding

FY 2012 Authorized Funding = \$10.458 Billion



# MAP-21 Authorized Funding

FY 2013 Authorized Funding = \$10.578 Billion



# Highlights of Program Changes

## New

- Safety Authority (5329)
- State of Good Repair Grants (5337)
- Asset Management (5326)
- Bus and Bus Facilities Formula Grants (5339)
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants (20005(b) of MAP-21)

## Repealed

- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [ JARC ]
- New Freedom Program (5317)
- Paul S. Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus (Sec. 3038 – TEA-21)

## Consolidated

- Urbanized Area Formula Grants (5307) [ JARC ]
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]
- Rural Area Formula Grants (5311)[ JARC]

## Modified

- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)

# What MAP-21 Means for FTA Grantees

- Steady and predictable funding
- Consolidates certain transit programs to improve efficiency
- Targeted funding increases particularly for improving the state of good repair (SGR)
- New reporting requirements
- Requires performance measures for SGR, planning, and safety

# Safety Program

- FTA granted new Public Transportation Safety Authority
- Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
- Overhauls State Safety Oversight
- New safety requirements for all recipients

# State of Good Repair (SGR) Grants

- Provides formula-based funding to maintain public transportation systems in a state of good repair
- Funding limited to fixed guideway investments (essentially replaces 5309 Fixed Guideway program)
- Defines eligible recapitalization and restoration activities
- New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes
- Funding: \$2.1 billion (FY 2013) authorized

# Transit Asset Management Provisions

- FTA must define “state of good repair” and develop performance measures based on that definition
- Establishes National Transit Asset Management system
- All transit agencies must develop their own asset management plan; covers all transit modes

# Bus and Bus Facilities Formula Program

- Provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Replaces discretionary bus program
- Funding: \$420 million (FY 2013) authorized

# Public Transportation Emergency Relief

- Assists States and public transportation systems with emergency-related expenses
- Pays for protecting, repairing, or replacing equipment and facilities in danger of failing or which have suffered serious damage as a result of an emergency
- Funding: As appropriated by Congress

# TOD Planning Pilot

- Creates a discretionary pilot program for transit-oriented development (TOD) planning grants
- Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309
- Funding: \$10 million (FY 2013) authorized

# Urbanized Area Formula Grants

- Funds capital, planning, and JARC-eligible activities
- Creates new discretionary passenger ferry grants
- New takedown for safety oversight
- Funding: \$4.8 billion (FY 2013) authorized (includes funds from Growing States & High Density States formula [5340])

# Enhanced Mobility of Seniors and Individuals with Disabilities

- Consolidates current 5310 and New Freedom program eligibilities into single formula program
- Requires FTA to establish performance measures
- Funding: \$255 million (FY 2013) authorized

# Rural Area Formula Grants

- Provides funding to States for the purpose of supporting public transportation in rural areas
- Incorporates JARC-eligible activities
- Establishes \$5 million discretionary and \$25 million formula tribal grant program
- Establishes \$20 million Appalachian Development Public Transportation formula tier
- Funding: \$630 million (FY 2013) authorized (includes funds from Growing States & High Density States formula [5340] )

# Fixed Guideway Capital Investment Grants

- Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances
- Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors
- Funding: \$1.9 billion (FY 2013) General Fund authorization

# Metropolitan and Statewide Planning Program

- Requires MPOs that serve TMAs to include transit agency officials in their governing structures
- Requires states, transit agencies, and MPOs to establish performance targets; establishes a national performance measurement system
- Funding: \$127 million (FY 2013) authorized

# Research, Development, Demonstration, and Deployment

- Separates research from technical assistance, training and workforce development
- Creates a competitive deployment program dedicated to the acquisition of low- or no-emission vehicles and related equipment and facilities
- Funding: \$89 million (FY 2013) General Fund authorization

# Technical Assistance and Standards

- Provides competitive funding for technical assistance activities
- Allows FTA to development voluntary standards and best practices
- Funding: \$7 million (FY 2013) General Fund authorization

# Human Resources and Training

- Provides competitive grant program for workforce development
  - Funding: \$5 million/year General Fund authorization
- Continues the National Transit Institute (NTI), but only through a competitive selection process
  - NTI funded with separate \$5 million/year Trust Fund authorization

# Other Notable Provisions

- Buy America: Requires annual report to Congress on any transit waivers
- Veterans Preference: Includes preference language for transit construction projects
- Privatization: Includes several provisions for promoting private-sector participation
- Bus Testing: Establishes performance standards and “Pass/Fail” requirements for new model buses
  - Includes safety performance standards

# FTA MAP-21 Website

[www.fta.dot.gov/map21](http://www.fta.dot.gov/map21)



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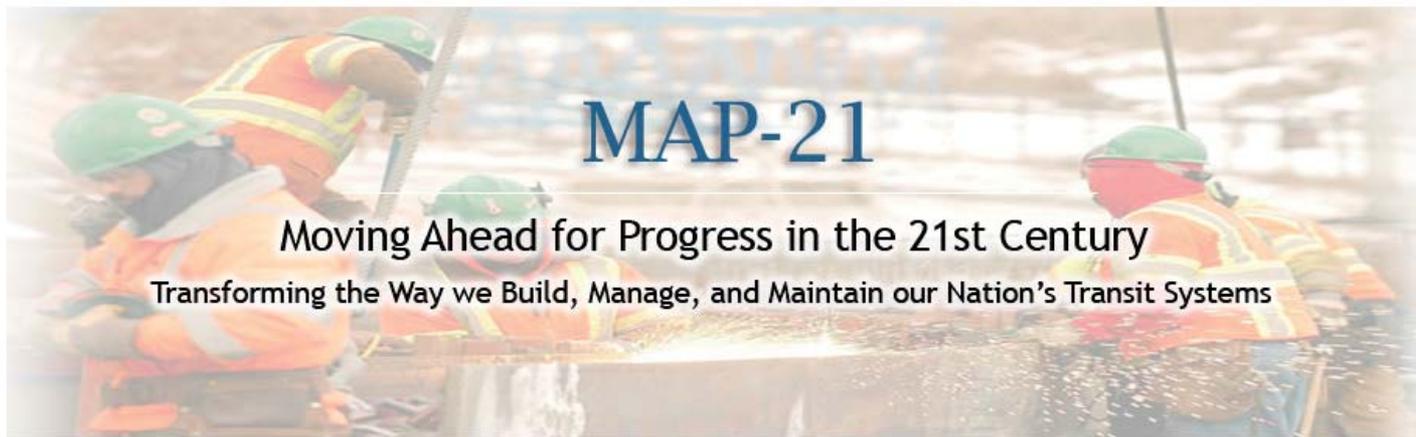
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Visit this website often for information on FTA's implementation of MAP-21, including program information and guidance for grantees.

 Sign up for email updates on this topic.

**FTA**

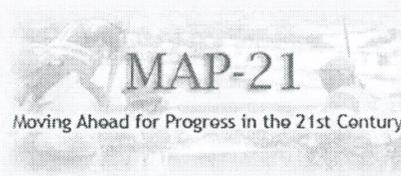
FEDERAL TRANSIT ADMINISTRATION



Federal Transit  
Administration  
[www.fta.dot.gov](http://www.fta.dot.gov)



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**FACT SHEET:**  
**BUS AND BUS FACILITIES**  
**SECTION 5339**

	FY 2013 (in millions)	FY 2014 (in millions)
Bus and Bus Facilities	\$422	\$427.8

**Purpose**

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

**Statutory References**

49 U.S.C. Section 5339 / MAP-21 Section 20029

**Eligible Recipients**

- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.



**What's New?**

- Replaces the Section 5309 Bus and Bus Facilities Program.
- Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

**Eligible Activities**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

**Funding**

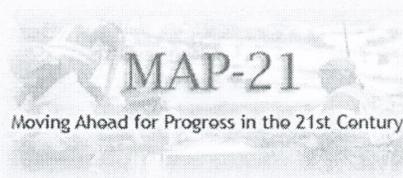
- \$65.5 million will be allocated, with each state receiving \$1.25 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
- Funds are available for three years after the fiscal year in which the amount is apportioned.
- Remaining formula based upon population, vehicle revenue miles and passenger miles.
- Federal share is 80% with a required 20% local match.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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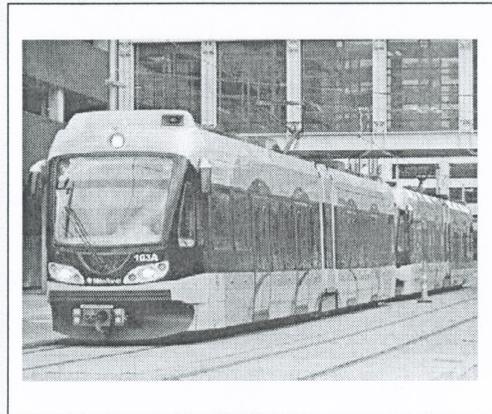


**FACT SHEET:**  
**FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS (“NEW STARTS”)**  
**SECTION 5309**

	<b>FY 2013 (in millions)</b>	<b>FY 2014 (in millions)</b>
Fixed Guideway Capital Investment Grants (“New Starts”)	\$1,907	\$1,907

**Purpose**

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.



**Statutory References**

49 U.S.C. Section 5309 / MAP-21 Section 20008

**Eligible Recipients**

State and local government agencies, including transit agencies.

**Eligible Projects**

- New fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
- Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor.
- Projects that improve capacity on an existing fixed-guideway system.

**Funding**

- This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding.
- Maximum federal share is 80%.

**What’s New?**

**Program Reorganization**

- Fixed-guideway modernization and bus and bus facilities projects are no longer funded under this section. See State of Good Repair Program (Section 5337) and Bus and Bus Facilities Program (Section 5339) for funding information for such projects.

(cont.)

## Fixed Guideway Capital Investment Grants (“New Starts”)

### What’s New? (cont.)

#### Project Eligibility

- Adds eligibility of core capacity projects.

#### Project Development Process

- Eliminates the Alternatives Analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes.
- Creates the Project Development phase, during which the environmental review is completed. Project sponsors must complete this phase within two years, or seek an extension from FTA.
- Reduces the number of FTA approval steps by consolidating Preliminary Engineering and Final Design into a single engineering step.
- Requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity project.

#### Project Evaluation and Rating

- Allows for use of warrants under certain conditions, i.e., ways in which projects may qualify for automatic ratings on the project justification criteria.
- Eliminates the operating efficiencies criterion.
- Adds a congestion relief criterion.
- Increases the number of evaluation criteria for Small Starts projects.
- Requires FTA evaluate the benefits of a Small Starts project against the Federal share of the project, rather than the total project cost when developing the project justification rating.

#### Other New Provisions

- Creates a competitive pilot program for expedited project delivery.
- Funds Small Starts projects through a single year grant or an expedited grant agreement. Congressional notification of grant award is 10 days.
- Funds New Starts and Core Capacity projects through a full-funding grant agreement. Congressional notification of grant award is 30 days.

#### **Ongoing Provisions**

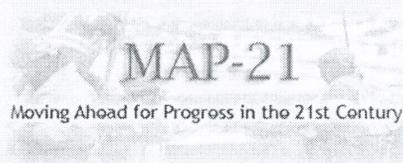
- All projects seeking funding from the program must be evaluated and rated based on project justification and local financial commitment criteria.
- Small Starts projects must have total net capital cost of less than \$250 million and seek a federal share of less than \$75 million.
- FTA must submit an Annual Report on Funding Recommendations to Congress.
- Project sponsors must submit “Before and After Studies,” which FTA must summarize in a report to Congress annually.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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**FACT SHEET:  
FORMULA GRANTS FOR RURAL AREAS  
SECTION 5311**

	FY 2013 (in millions)	FY 2014 (in millions)
5311 Grants	\$537.6	\$545.6
Tribal	30.0	30.0
Appalachian Region	20.0	20.0
Rural Transit Assistance Program	11.9	12.2
<b>5311 Program Total</b>	<b>\$599.5</b>	<b>\$607.8</b>

**Purpose**

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.



**Statutory References**

49 U.S.C. Section 5311 / MAP-21 Section 20010

**Eligible Recipients**

- States, Indian tribes
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient.

**Eligible Activities**

- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

**What's New?**

- Low-income populations in rural areas now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.
- Planning is now an eligible activity.
- The Tribal program provides \$25 million in formula funds and \$5 million for discretionary awards.
- Appalachian Development Public Transportation Assistance Formula Program is a set-aside program.
- Administration, planning, and technical assistance set-aside for states reduced to 10% from 15%.
- Cost of unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.
- Certain expenditures by vanpool operators may be used as local match.

(cont.)

## Formula Grants for Rural Areas

### Funding

- Federal share is 80% for capital projects.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

#### Rural Formulas

- 83.15% of funds apportioned based on land area and population in rural areas
- 16.85% of funds apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas.

#### Tribal Programs

- \$5 million discretionary tribal program.
- \$25 million tribal formula program for tribes providing public transportation.
- Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.

#### Appalachian Development Public Transportation Assistance Formula Program

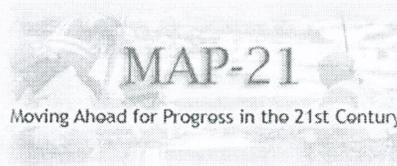
- \$20 million formula program for states in the Appalachian Region.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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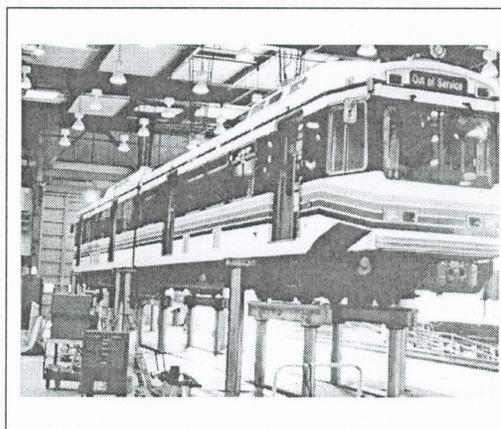


**FACT SHEET:  
STATE OF GOOD REPAIR GRANTS  
SECTION 5337**

	FY 2013 (in millions)	FY 2014 (in millions)
State of Good Repair Formula Grants	\$2,136.3	\$2,165.9

**Purpose**

A new formula-based State of Good Repair program is FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.



**Statutory References**

49 U.S.C. Section 5337 / MAP-21 Section 20027

**Eligible Recipients**

- State and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years.

**What’s New?**

- Replaces the Fixed Guideway Rail Modernization Formula Program with the State of Good Repair Formula Grants Program.
- High-occupancy vehicle (HOV) lanes are no longer part of the definition for fixed-guideway systems. There is a new definition for high-intensity motor buses, which is defined as public transportation that shares lanes with other HOV vehicles.
- Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.
- Projects must be included in a Transit Asset Management plan.

**Eligible Activities**

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

(cont.)

## State of Good Repair Grants

### Funding Program

- Federal share is 80% with a required 20% match.
- The program comprises two separate formula programs:

#### High Intensity Fixed Guideway

- Comprises 97.15% of FY2013 and FY2014 apportionments, noted in funding table above.
- 50% based on SAFETEA-LU formula under FY2011 Fixed Guideway Rail Modernization Program, with key modification: buses operating on lanes not for exclusive use of public transportation vehicles are excluded.
- 50% based on revenue vehicle miles and route miles (with same bus exclusion as above). Includes a hold-harmless provision preventing formula allocations from decreasing by more than 0.25 percent year-to-year.

#### High Intensity Motorbus

- Comprises 2.85% of FY2013 and FY2014 apportionments, noted in funding table above.
- 60% based on revenue vehicle miles.
- 40% based on route miles of buses operating on lanes not fully reserved only for public transportation vehicles.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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MAP-21  
Moving Ahead for Progress in the 21st Century

**FACT SHEET:  
TRANSIT ASSET MANAGEMENT  
SECTION 5326**

**Purpose**

This section establishes new requirements for transit asset management by FTA's grantees as well as new reporting requirements to promote accountability. The goal of improved transit asset management is to implement a strategic approach for assessing needs and prioritizing investments for bringing the nation's public transit systems into a state of good repair.

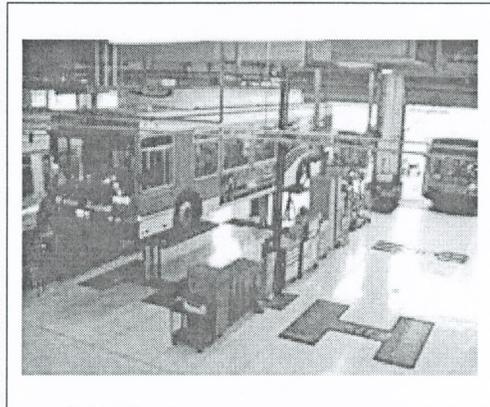
**Statutory References**

49 U.S.C. Section 5326 / MAP-21 Section 20019

**Eligible Recipients & Activities**

Not applicable; no grants are established under this section.

This section establishes cross-cutting requirements across FTA's grant programs.



**What's New**

**National Transit Asset Management System**

Through regulation, FTA will establish a national transit asset management system. The regulation will:

- define "state of good repair;"
- set objective standards for measuring the condition of capital assets (including equipment, rolling stock, infrastructure, and facilities); and
- establish performance measures for state of good repair, under which all FTA grantees will be required to set targets.

**Grantee Plans**

As established by the above regulation, all FTA grantees and their subrecipients will be required to develop transit asset management plans that include, at a minimum:

- capital asset inventories and condition assessments; and
- investment prioritization.

**Reporting Requirements**

As established by the above regulation, each designated recipient of FTA formula funding will be required to report on:

- the condition of their system;
- any change in condition since the last report;
- targets set under the above performance measures; and
- progress towards meeting those targets.

(cont.)

## Transit Asset Management

### What's New (cont.)

#### Performance Targets

- Each recipient is required to establish performance targets in relation to the definition of state of good repair established by FTA.
- As part of the performance-based planning process (49 U.S.C. Sections 5303 and 5304), metropolitan planning organizations (MPOs) and states are required to coordinate their performance targets with the targets for state of good repair set by grant recipients.

#### Technical Assistance

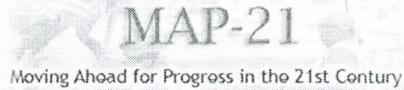
FTA will support this effort through technical assistance. In particular, FTA will develop an analytical process or a decision support tool for estimating capital investment needs over time and assisting with investment prioritization.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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**FACT SHEET:  
TRANSIT SAFETY & OVERSIGHT  
SECTION 5329**

	FY 2013 (in millions)	FY 2014 (in millions)
State Safety Oversight Formula Grants	\$21,989	\$22,293

**Purpose**

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars. The law requires, among other things, that FTA update the State Safety Oversight (SSO) program to ensure that rail transit systems are meeting stringent safety requirements. The law also includes important new safety provisions for bus-only operators. FTA will implement the new law in consultation with the transit community and the U.S. Department of Transportation (DOT) Transit Rail Advisory Committee for Safety (TRACS), which has been working since September of 2010 to help guide this effort.



**Background**

Since 1964, FTA, which finances nearly half of the capital expenditures for transit systems nationwide, has been prohibited by law from issuing basic safety standards to protect rail transit passengers and rail workers. The result is a patchwork of state laws that do not provide seamless or consistent safety coverage. The transit safety provisions in MAP-21 will help to remedy these long-standing shortcomings. In December 2009, DOT formally transmitted to Congress a legislative proposal to establish and enforce minimum federal safety standards for rail transit systems. Many of the safety provisions included in MAP-21 are reflected in the Administration’s original proposal.

**Statutory References**

49 U.S.C. Section 5329 / MAP-21 Section 20021

**Safety Performance Criteria**

FTA must develop safety performance criteria for all modes of transportation.

**Vehicle Safety Performance Standards**

- FTA must develop minimum safety performance standards for transit vehicles not regulated by other modes in DOT or any other federal agency.
- The Bus Testing Program will be required to incorporate the new safety performance standards into a new Pass/Fail rating system.

(cont.)

## Public Transportation Safety

### Public Transportation Safety Certification Training Program for Federal and State Personnel

- FTA will develop a public transportation safety certification training program that applies to transit grantees regardless of mode. The program is for federal and state employees or other personnel who conduct audits as well as employees of public transportation agencies responsible for safety oversight.
- Section 5307 and 5311 recipients may use up to 0.5 percent of formula funds to pay for up to 80% of the cost to participate in the public transportation safety certification training program for SSO agency employees.

### Transit Agency Safety Plans for all Federal Transit Recipients

- All recipients of FTA funding will develop an agency safety plan and certify that the plan meets FTA requirements. At a minimum, these plans must include:
  - Strategies for identifying risks and minimizing exposure to hazards.
  - An adequately trained safety officer to report directly to the general manager or equivalent.
  - Performance targets based on the safety performance criteria above.
  - Staff training program.
- For recipients receiving 5311 funds, the plan may be drafted and certified by the recipient or the state.
- For recipients receiving 5307 funds, FTA must issue a rule designating the small public transportation providers or systems that may have their safety plans drafted or certified by the state.

### State Safety Oversight Program (for States with Rail Systems not Regulated by FRA)

#### Requirements

- Each state with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for an SSO program. At a minimum, this must include:
  - assuming responsibility for oversight of rail fixed-guideway public transportation safety;
  - enforcing federal law for rail fixed-guideway public transportation safety; and
  - establishing a State Safety Oversight agency.
- SSO programs must encompass an SSO agency's capacity, organizational structure, financing, and activities.
- FTA must approve state SSO programs.

#### Funding

- FTA will develop a formula for states that takes into account revenue miles, route miles, and passenger miles.
- Federal share is 80%.

#### Certification

- FTA will certify whether each state SSO is adequate and meets the requirements.
- FTA will oversee implementation of the SSO programs and audit each SSO agency at least triennially.

### Additional Authorities

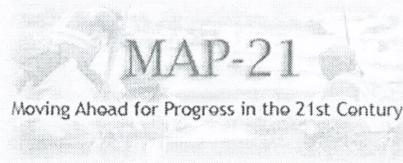
- FTA has the authority to inspect and audit all public transportation systems; to make reports and issue directives with respect to the safety of public transportation systems; to issue subpoenas and take depositions; to require the production of documents; to prescribe recordkeeping and reporting requirements; to investigate public transportation accidents and incidents; to enter and inspect equipment, rolling stock, operations and relevant records; and to issue regulations to carry out section 5329.
- FTA has enforcement authority, and is permitted to issue directives, require more frequent oversight, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).



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**FACT SHEET:  
URBANIZED AREA FORMULA GRANTS  
SECTION 5307 & SECTION 5340**

	<b>FY 2013 (in millions)</b>	<b>FY 2014 (in millions)</b>
5307 Grants	\$4,367.95	\$4,428.65
Passenger Ferry Grants	\$30.00	\$30.00
<b>5307 Program Total</b>	<b>\$4,397.95</b>	<b>\$4,458.65</b>
Growing States/High Density Formula (5340)	\$518.70	\$525.90

**Purpose**

This program provides grants to Urbanized Areas<sup>1</sup> (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.



**Statutory References**

49 U.S.C. Sections 5307, 5336, and 5340 / MAP-21 Sections 20007, 20026

**Eligible Recipients**

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

**Eligible Activities**

- Capital projects.
- Planning.
- Job access and reverse commute projects to meet the transportation needs of welfare recipients or families at or below 150% of the poverty line.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

<sup>1</sup> An area with a population of 50,000 or more, defined and designated in the most recent decennial census as an ‘urbanized area’ by the U.S. Secretary of Commerce.

(cont.)

## Urbanized Area Formula Grants

### What's New?

- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- Transit enhancements are removed and replaced by more narrowly defined "associated transportation improvements." Recipients must expend at least 1% of their 5307 apportionment on these improvements.
- Funding provided by other government agencies or departments that are eligible to be expended on transportation may be used as local match.
- Certain expenditures by vanpool operators may be used as local match.

### Ongoing Provision

- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

### Funding

- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

#### Formula

- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals.
- For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

#### Passenger Ferry Grant Program

- \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).

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**ATTACHMENT A**  
**Agenda Item 5**

*REVISED July 25, 2012*

**Moving Ahead for Progress in the 21<sup>st</sup> Century--MAP-21**

**General Highlights of this Federal Funding Legislation (Effective 10/12/2012 – 9/30/2014):**

- Increases transportation funding for seniors and people with disabilities and maintains access to funds by non-profit agencies.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- MAP-21 eliminates discretionary programs/earmarks and is more formula and performance based than previous funding legislation.
- Emphasizes the Federal Government's interest in the establishment of performance standards for monitoring and strengthening the efficiency and effectiveness of transit systems, as well criteria or special programs for furthering key national goals (i.e. safety, air quality, innovation, etc.)
- Mandates an increase in reporting and planning requirements related to system safety and asset management.
- New funding for protecting, repairing, or replacing equipment and facilities that are in danger of suffering serious damage or have suffered serious damage as a result of an emergency.
- States and Metropolitan Planning Organizations (MPOs) have more flexibility in programming funds.

**MAP-21 Funding Programs Historically Used by SolTrans--Highlights:**

- Eliminated funding programs with the passage of MAP-21: Job Access Reverse Commute (JARC), New Freedom, Clean Fuels and other discretionary transit programs.
  - SolTrans may benefit from the elimination of the program, since JARC funding is now being re-directed to the Section 5307 formula funding program.
  - The elimination of the Clean Fuels Program impacts the region's ability to fund projects related to the procurement/implementation of clean fuel technology.
- Section 5307—Urbanized Area (UA) Formula Grants: This program has been enlarged to encompass the obsolete JARC program. The traditional formula program is maintained, but now “small operators” in large urbanized areas have more flexibility in using their funding for operations and capital. Historical JARC programs are still eligible under “General Authority”.
  - This is the largest pot of federal funding that SolTrans receives on an annual basis, and the agency has traditionally used it for capital purposes.
  - Historically, Vallejo Transit has been able to claim Section 5307 funding in both the San Francisco-Oakland UA , as well as our “local” UA—the Vallejo UA. (The Vallejo UA encompasses the cities of Benicia and Vallejo, and some of American Canyon.)
  - Since the Vallejo UA is a “small urbanized area” (population is between 50,000-200,000), all the 5307 funding could be used for general operations, per federal legislation (past and present). However, the Metropolitan Transportation Commission's (MTC) Transit Capital Priorities (TCP) Policy restricts SolTrans from using this funding for general operations (except

paratransit); although, SolTrans is allowed to program some funding for preventive maintenance activities on our transit vehicles in some cases.

- SolTrans has also used some of this funding for paratransit service, specifically, given MTC's "10% ADA Set-aside" policy contained in the larger TCP Policy. Most of the current ADA Set-Aside funding comes from the San Francisco-Oakland UA.
  - SolTrans has received JARC funds in the past to fund Route 5 service to the Solano Community College satellite on Columbus Parkway, and SolTrans can continue to fund these routes with 5307 funds assuming MTC will allow it.
- Section 5310—Formula grants for the Enhanced Mobility of Seniors and Individuals with Disabilities: This new program comprises the original 5310 (Elderly and Disabled) program and the obsolete New Freedom program. A higher level of funding is now available than what was available under the individual programs, and by FY 2014 this program will have grown more than 90% from FY 2012 levels. Non-profit agencies will remain eligible, and programs that exceed the minimum requirements of the Americans with Disabilities Act (ADA) can still receive funding. Project inclusion in a coordinated public transit-human services plan is a requirement.
    - The Vallejo UA will have access to 20% of the funding pot that is provided to States for UAs between 50,000-200,000 in population, and may have access to more funding, if providing service in rural areas. Overall, SolTrans may benefit more under the new program than the old.
    - This funding can be used for the Intercity Taxi Program (historically done via the New Freedom program) and for capital projects related to senior/ADA services, such as paratransit vehicle replacements and technology that aids the delivery of ADA services.
  - Section 5311—Formula grants for Rural Areas: Now includes the rural element of the JARC program. A rural area's level of public transit service and proportion of non-urban, low-income population will be factored into the grant formula.
    - SolTrans has received 5311 funding in the past for service on routes serving rural areas and will still be eligible to do so. Currently, the Solano Transportation Authority programs the County's Section 5311 funds as dictated by MTC policy.
  - Section 5309 Program—New Starts: This program now only funds New Starts-Rail and some bus rapid transit projects. It used to fund Bus and Bus Facility capital projects.
    - Non-rail transit operators, such as SolTrans, will no longer be able to compete for funding through the 5309 program for bus capital projects, which would have helped meet future bus replacement needs. This could increase the competition for Section 5307 funding in the San Francisco-Oakland UA, especially, given the significant funding shortfall that already exists. Consequently, our continued interest in maintaining eligibility in that UA could be impacted.
    - Section 5339 Program—Bus and Bus Facilities: This is supposed to make-up for the loss of eligibility in the 5309 Program for bus-related capital projects. SolTrans may be eligible for this funding, but eligibility will likely be determined by MTC's TCP Policy, given that it will flow through the Section 5307 program.

#### **Changes to State and MPO requirements that can impact SolTrans:**

- MAP-21 establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations (MPOs) accountable for improving the conditions and performance of their transportation assets.

- MAP-21 changes statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making through the use of performance targets, in order to assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.
  - The age and condition of our assets, as well as the number of revenue vehicle miles and directional miles driven may become more important as we compete for limited federal funding through MTC for capital replacement or rehabilitation projects.
  - SolTrans' system performance related to ridership, productivity (passengers/hour and passengers/trip), and efficiency (cost/hour) could become more important for competing for limited funding through MTC or the State.
  - In general, while MAP-21 is in effect, SolTrans will need to prioritize our system needs very carefully and ensure that we design and deliver our services within the constraints of the new funding programs, with particular attention to how we deliver services to the growing number of seniors and patrons with disabilities.

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DATE: September 14, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Countywide Paratransit Services Memorandum of Understanding (MOU)

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**Background:**

An important transit service provided in Solano County is mobility services for people with disabilities. For an estimated 15 years, Solano Paratransit was a transportation program that provided transit services between the Cities of Dixon, Fairfield, Suisun City, Vacaville, Rio Vista, and the County of Solano for Americans with Disabilities Act (ADA) certified individuals. In July 2009, based on the City of Fairfield's request to no longer operate Solano Paratransit service, Solano Paratransit service was dissolved by the Solano Transportation Authority (STA) Board and the individual transit agencies took on this responsibility separately.

Two Seniors and People with Disabilities Transportation Summits were held in 2009 to discuss service and people with disabilities mobility issues and challenges. One of the recommendations developed based on issues raised at these summits was the establishment of the Intercity Taxi Scrip Program.

The Intercity Taxi Scrip program was formed through the coordinated efforts of the transit operators and Solano County. On February 1, 2010, the Intercity Taxi Scrip program was launched across the County providing a flexible option for qualified ambulatory ADA Paratransit certified riders. Scrip books may be purchased for \$15 and each book contains \$100 worth of scrip. The Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County.

**Discussion:**

Based on the success of the first two years of operation, the transit partners propose to continue the Intercity Taxi Scrip Program while research and planning continues for the proposed move to the much more complex Phase Two which could provide accessible taxis for non-ambulatory ADA certified passengers. The County of Solano has prepared a draft Memorandum of Understanding (MOU) (Attachment A) proposing to cover countywide paratransit services beyond the specific phase 2 proposal for accessible taxis for new ambulatory ADA certified passengers and is asking for edits, comments, feedback, and discussion at the meeting. This item has been agendaized for discussion at the request of the County of Solano.

**Recommendation:**

Informational.

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DATE: September 21, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SNCI Monthly Issues

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**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

**Discussion:**

**Transit Schedules:**

In order to provide the most accurate and update information to SolanoExpress riders, staff has committed to ride each SolanoExpress bus route to become familiar with the stops and sites that transit riders routinely experience. Staff is scheduled to ride the Route 30 (FAST) on October 2 and on October 4. They will also ride the new Route 85 (SolTrans) on October 23.

In preparation for the significant changes in FAST local routes, SNCI staff is scheduling a briefing with FAST staff to insure the correct route information is provided to the public.

**Marketing/Promotions:**

The 2012 Solano Commute Challenge (SCC) is underway. The SCC is a targeted outreach campaign involving employers and the local business community. Participants will receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 times from August-October. Currently 45 employers are registered and 566 employees have signed up.

SNCI is working with Suisun City and Capitol Corridor staff to improve and update the transit information and signage at the Suisun City Amtrak Station.

The SNCI Program is about to receive additional Air District funds to:

1. Assist FAST in marketing Park and Ride lots for carpools and vanpools to help relieve the overflow at the Fairfield Transportation Center; and
2. Offer a transit incentive as part of SolTrans' new marketing campaign.

**Events:**

SNCI staff attended 3 community events scheduled at farmers markets in various cities where they provided transit information to customers. Staff also provided transit and commute alternative information to employees at the Solano County Employee Health Fair, the Napa County Employee Benefits Fair and Valero in Benicia.

**Recommendation:**

Informational.

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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
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
	Environmental Enhancement and Mitigation Program*	<b>\$10 Million</b>	January 4, 2013
<b>Federal</b>			
5.	N/A	N/A	N/A

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> 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
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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. <b>\$20 million</b>	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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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. <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

<sup>1</sup> 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 <b>(916) 653-2812</b> <a href="mailto:eemcoordinator@resources.ca.gov">eemcoordinator@resources.ca.gov</a> <a href="http://resources.ca.gov">resources.ca.gov</a>	Due On <b>01/04/13</b>	Approx. <b>\$10M</b> 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><b>Highway Landscaping and Urban Forestry Projects</b> are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p><b>Resource Lands</b> -- 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><b>Roadside Recreation Projects</b> provide for the acquisition and/or development of roadside recreational opportunities.</p> <p><b>Mitigation Projects Beyond the Scope of the Lead Agency</b> responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p><a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a></p>
Federal Grants						
N/A						