



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, January 2, 2013

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:50 p.m.)	
• Presentation: Public-Private Partnership (P3) Feasibility Study	KPMG Consulting
V. CONSENT CALENDAR <u>Recommendation:</u> <i>Approve the following consent items in one motion.</i> (1:50 – 1:55 p.m.)	
A. Minutes of the TAC Meeting of November 28, 2012 <u>Recommendation:</u> <i>Approve TAC Meeting Minutes of November 28, 2012.</i> Pg. 1	Johanna Masielat

TAC MEMBERS

Melissa Morton	Joe Leach	George Hicks	Dave Mellili	Dan Kasperson	Shawn Cunningham	David Kleinschmidt	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

VI. ACTION NON-FINANCIAL ITEMS

- A. **STA's 2013 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform as shown in Attachment A (changes shown in italics and underlined).
(1:55 – 2:00 p.m.)
Pg. 7
- B. **Safe Routes to School (SR2S) Program Update** Danelle Carey
Recommendation:
Forward a recommendation to the STA Board authorizing STA to organize a Solano County Safe Routes to School Summit in April 2013.
(2:00 – 2:05 p.m.)
Pg. 31

VII. ACTION FINANCIAL ITEMS

- A. **OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results, as shown in Attachment B.
(2:05 – 2:30 p.m.)
Pg. 35

VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. **Solano County Priority Development Area Investment and Growth Strategy** Robert Guerrero
(2:30 – 2:35 p.m.)
Pg. 47
- B. **Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
(2:35 – 2:40p.m.)
Pg. 51
- C. **Mobility Management Plan and Countywide In-Person ADA Eligibility and Certification Process** Sofia Recalde
(2:40 – 2:45p.m.)
Pg. 55

NO DISCUSSION

- D. **Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Susan Furtado
Pg. 67

- | | | |
|-----------|---|------------------|
| E. | Energy Chapter Climate Action Plan (ECCAP) Update
Pg. 69 | Robert Macaulay |
| F. | Public-Private Partnership (P3) Feasibility Study Update
Pg. 71 | Sam Shelton |
| G. | Local Project Delivery Update
Pg. 75 | Jessica McCabe |
| H. | Senate Bill (SB) 1339 – Regional Commuter Benefit
Pg. 81 | Sorel Klein |
| I. | Funding Opportunities Summary
Pg. 87 | Sara Woo |
| J. | STA Board Meeting Highlights of December 12, 2012
Pg. 93 | Johanna Masiclat |
| K. | Draft Meeting Minutes of STA Advisory Committees
Pg. 95 | Johanna Masiclat |
| L. | STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2013
Pg. 115 | Johanna Masiclat |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 30, 2013.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 28, 2012

I. CALL TO ORDER

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

Present:

TAC Members Present	Mike Roberts	City of Benicia
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Bill Emlen	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Johanna Masielat	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sam Shelton	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Geoff Adams	Stantec
Nicholas Burton	County of Solano
Amanda Dum	City of Suisun City
David Espinosa	City of Vallejo
Philip Kamhi	SolTrans
Jim McElroy	SolTrans Consultant
Angie Perkins-Haslam	SolTrans
Robert Powell	Member of the Public

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda to include an amendment to the recommendation for Agenda Item V.D which now reads as (indicated in ***bold italics***):

Recommendation:

Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip ***as proposed by SolTrans.***

III. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell, Resident of Vallejo, commented that bicycling in Solano County should be looked at in a transportation perspective countywide. He cited that it is an important component to our transportation system that is neglected. He added that addressing bicycle transportation issues should be included in the beginning of all roadway improvement projects. Robert Powell also addressed other issues regarding accessibility at SR 37/Sacramento Street in Vallejo and the public trails on I-80 that have been blocked off by a gate that prevents public access.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved Consent Calendar Items A, D (as amended shown below in ***bold italics***), and E.

At the request of the Cities of Benicia and Suisun City, Items B, TDA Matrix for FY 2012-13 (December 2012) and Item C, Proposed SolanoExpress Route 78 Service Changes, were pulled for discussion.

A. **Minutes of the TAC Meeting of September 26, 2012**

Recommendation:

Approve TAC Meeting Minutes of September 26, 2012.

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

Dan Kasperson asked if claims can be made later in the fiscal year to ensure that if needed, TDA funds could be set aside for the Suisun Train Station. Liz Niedziela responded that the TDA Matrix is for FY 2012-13 and discussions for claims in FY 2013-14 will start in May 2013.

Recommendation:

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

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved the recommendation.

C. Proposed SolanoExpress Route 78 Service Changes

Mike Roberts asked if the proposed changes are different than the changes made by the SolTrans TAC. SolTrans staff at the meeting indicated that there have been no changes since the SolTrans TAC discussions.

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.

On a motion by Mike Roberts, and a second by David Kleinschmidt, the STA TAC approved the recommendation.

D. Proposed Changes to SolanoExpress Route 85

Recommendation:

Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip *as proposed by SolTrans*.

E. OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules

Recommendation:

Forward a recommendation to the STA Boards to approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.

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VI. ACTION FINANCIAL ITEMS

A. Green Valley Interchange Funding Agreement

This item was tabled until a future TAC meeting.

B. Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads (LS&R) Projects

Sam Shelton reviewed MTC's proposal to shift \$1.38M of OBAG CMAQ to STP based on a request from Bay Area CMAs for MTC to make available additional STP funds to the County OBAG process. He noted that once MTC takes action in December to shift OBAG funding, staff has estimated the distribution of \$1.38M using prior LS&R formula distribution. He added that most local agencies are estimated to receive about \$100,000 to \$200,000 in additional funding.

Mike Roberts, City of Benicia, requested to swap projects on Exhibit B from Southampton Road (I-780 to Bay View Villas) to East 2nd Street.

Recommendation:

Forward a recommendation to the STA Board to program \$1.38 M of Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.

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

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Funding Criteria

Robert Guerrero reviewed staff's recommendation to distribute the increase in STP funds to the local jurisdictions based upon the existing formula increasing funds to each of the recipient jurisdictions for Local Streets and Roads. He added that the undistributed \$611,000 in STP funds will be able to support other OBAG projects or programs as part of the programming of OBAG funds. Robert Guerrero continued by stating that at the January 2, 2013 TAC meeting, staff will present the ranking matrix, with a draft ranking for each of the qualified projects or programs. In addition, staff will also present information on the cost of the highest ranked projects and programs in relation to the \$5.6 million in CMAQ funds and at least 50% of the OBAG funds must be spent in or in support of PDAs.

Bill Emlen requested to include bicycle and pedestrian projects under the criteria that encourages or facilitates projects to use public transit or other use of alternative modes (criteria #11 of Attachment A).

Dan Kasperson asked staff to provide further explanation on the approach to use qualitative versus quantitative criteria for prioritizing the OBAG projects. Daryl Halls responded that the STA Board's direction is to use a qualitative approach given the limited funding available this cycle and deadline to prioritize the projects. Mr. Kasperson also mentioned that he thought Suisun City raised their RHNA numbers to qualify a yes answer for criteria # 8 (housing proportional share). Robert Guerrero responded that he would clarify Suisun's RHNA numbers with input from the Solano Planning Directors.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and
2. Hold \$611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.

On a motion by Dave Mellili, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation.

B. I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report

Janet Adams reviewed the evaluation process of the alternatives conducted in the EIR/EIS and the comments received from the public and agencies. She noted the preferred Alternative C-1 would be constructed in seven (7) separate construction packages. She added that Caltrans and STA have funds to begin construction (Package 1) and design plans are being prepared for the Initial Construction Package (ICP) that is anticipated to be ready to list and advertise for construction in Spring 2013.

Recommendation:

Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, the STA TAC recommends the STA Board take the following actions:

1. **APPROVE** a resolution accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees, if necessary.

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

C. STA's Draft 2013 Legislative Priorities and Platform

Jayne Bauer noted that no other comments have been received and the Final 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption. She noted that all comments, including the cap and trade language, has been added to the Final 2013 Legislative Priorities and Platform for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.

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

VIII. INFORMATIONAL - DISCUSSION

- A. Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion**
Jim McElroy presented the Vallejo Curtola Parking Lot Expansion and Transit Center Curtola Parkway and Lemon Street project. He provided a status report on the project including the re-scoping of Phase 1 and tasks accomplished so far.
- B. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals**
Sam Shelton noted that the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility update study, rather than propose a new RTIF fee. He added that STA staff has scheduled the RTIF Policy Committee (comprised of Mayors, City Managers, County Administrator, and one County Supervisor) on December 12, 2012 to discuss the recommendations and the potential for coordinating the STA's RTIF process with the County's Public Facility Fee update process.
- C. Project Initiation Document (PID) Reimbursement and Program Update**
Jessica McCabe reviewed the verified list on the proposed new PIDs for FY 2012-13 as Caltrans prepares to submit new fiscal year reimbursement work to the Department of Finance for reimbursement authority. She added that Caltrans sent notice in October that there would be a policy update to the PID reimbursement program, per the passage of Assembly Bill (AB) 1477 on September 30, 2012. As such, all existing and new PID cooperative agreements will be revised/prepared to exclude the Indirect Cost Recovery Plan (ICRP) related costs for FY 2012-13 in which Caltrans was given the authority to prepare/negotiate new reimbursed PID Coops with local partners for FY 2012-13.
- D. Climate Action Plan (CAP) Update**
Not presented.

NO DISCUSSION

- E. Solano Employer Commute Challenge 2012 – Final Results**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Highlights of September 12, 2012**
- H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

IX. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 2, 2013.**



DATE: December 14, 2012
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2013 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. On December 12, 2012, the STA Board approved the 2013 Legislative Platform and Priorities with a request to add an additional priority to articulate a "fix it first" approach to transportation infrastructure.

Discussion:

At the December 12th STA Board meeting, the Board approved language addressing the cap and trade program be inserted under Platform II. Climate Change/Air Quality #13 in the Draft 2013 Legislative Priorities and Platform (Attachment A) as follows:

1. *Dedicate the allocation revenues related to fuels to transportation investments.*
2. *Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*
3. *Structure the investments to favor integrated transportation and land use strategies.*
4. *Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.*
5. *Provide the incentives and assistance that local governments need to make SB 375 work.*

The STA Board requested that an additional priority be added to support 'fix it first' efforts similar to the policy held by the Metropolitan Transportation Commission (MTC) since 1998. Staff proposes the following language be added as Priority #17:

Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.

Monthly legislative updates have been provided by STA's State and Federal (Attachments B and C) lobbyists for your information.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform as shown in Attachment A (*changes shown in italics and underlined*).

Attachments:

- A. STA's Draft 2013 Legislative Priorities and Platform
- B. Shaw/Yoder/Antwih State Legislative Update
- C. Akin Gump Federal Legislative Update



Solano Transportation Authority 2013 FINAL DRAFT Legislative Priorities and Platform

(for consideration by TAC 01/02/13)

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LEGISLATIVE PRIORITIES

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

Roadway/Highway:

Tier 1:

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

Tier 2:

- I-80 Westbound Truck Scales
- SR 12 East Improvements

Transit Centers:

Tier 1:

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

Tier 2:

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

Programs:

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

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.

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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.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.
17. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.

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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 promoting the planning, design and implementation of complete streets.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
4. 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.
5. Support legislation that increases employers' opportunities to offer commuter incentives.
6. 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.
7. 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 #6)*

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 #7)*
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 #8)*

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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.
13. Support the State Cap and Trade program:
 - a. Dedicate the allocation revenues related to fuels to transportation investments.
 - b. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - c. Structure the investments to favor integrated transportation and land use strategies.
 - d. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.
 - e. Provide the incentives and assistance that local governments need to make

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SB 375 work.

III. 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.

IV. 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.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.

V. 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

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ferry capital projects.

VI. 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. 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.
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.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #2)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #3)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
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 #6)*
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*
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)*

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14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
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.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
17. Monitor the distribution of State and regional transportation demand management funding
18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
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 #4)*
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.

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #15)*
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.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #3)*

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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.

VIII. 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.

IX. 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.

Solano Transportation Authority
2013 FINAL DRAFT Legislative Priorities and Platform

(for consideration by TAC 01/02/13)

12/14/2012 11:37 AM

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
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.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan.
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.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

Solano Transportation Authority
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4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
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.
7. Monitor legislation to establish a national freight policy and fund freight-related projects. *(Priority #12)*

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #10)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - 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.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025:
 - 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.



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

November 21, 2012

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

RE: **STATE LEGISLATIVE UPDATE- ELECTION SUMMARY & CAP & TRADE**

The Legislature

In somewhat of a surprise from this year's election results, it appears that the Democrats succeeded in obtaining a supermajority in the **Assembly**, by securing 54 members. It also appears that predictions proved true with the Democrats in the Senate also gaining a super majority in that house as well. An upset occurred in a race in Orange County between Fullerton Mayor Sharon Quirk-Silva (D) and GOP Assemblyman Chris Norby. Quirk-Silva beat Norby by 50.6 percent to 49.4 percent in the 65th Assembly District with 100 percent of precincts reporting. The difference amounts to 1,237 votes.

In the Senate, the Democrats needed two additional Senate seats to achieve the two-thirds status of 27 members. This was achieved by Fran Pavley and Richard Roth winning in Districts 27 and 31 respectively. While there will be a special election to fill vacated seats in District 32 and 40, both are safe Democratic-leaning seats. Below are two charts that show the house breakdown with new members in **bold**.

California State Assembly	
AD01 Brian Dahle (R) *	AD41 Chris Holden (D) *
AD02 Wes Chesbro (D)	AD42 Brian Nestande (R)
AD03 Dan Logue (R)	AD43 Mike Gatto (D)
AD04 Mariko Yamada (D)	AD44 Jeff Gorell (R)
AD05 Frank Bigelow (R) *	AD45 Bob Blumenfield (D)
AD06 Beth Gaines (R)	AD46 Adrin Nazarian (D) *
AD07 Roger Dickinson (D)	AD47 Cheryl R. Brown (D) *
AD08 Ken Cooley (D) *	AD48 Roger Hernandez (D)
AD09 Richard Pan (D)	AD49 Edwin Chau (D) *
AD10 Mark Levine (D) *	AD50 Richard Bloom (D) *
AD11 Jim Frazier (D) *	AD51 Jimmy Gomez (D) *
AD12 Kristin Olsen (R)	AD52 Norma Torres (D)
AD13 Susan Talamantes Eggman(D) *	AD53 John Pérez (D)
AD14 Susan Bonilla (D)	AD54 Holly Mitchell (D)
AD15 Nancy Skinner (D)	AD55 Curt Hagman (R)
AD16 Joan Buchanan (D)	AD56 Manuel Perez (D)
AD17 Tom Ammiano (D)	AD57 Ian Charles Calderon (D) *

AD18 Rob Bonta (D) *	AD58 Cristina Garcia (D) *
AD19 Phil Ting (D) *	AD59 Reggie Jones-Sawyer (D) *
AD20 Bill Quirk (D) *	AD60 Eric Linder (R) *
AD21 Adam Gray (D) *	AD61 Jose Medina (D) *
AD22 Kevin Mullin (D) *	AD62 Steven Bradford (D)
AD 23 Jim Patterson (R) *	AD63 Anthony Rendon (D) *
AD24 Richard Gordon (D)	AD64 Isadore Hall (D)
AD25 Bob Wieckowski (D)	AD65 Sharon Quirk-Silva (D) *
AD26 Connie Conway (R)	AD66 Al Muratsuchi (D) *
AD27 Nora Campos (D)	AD67 Melissa Melendez (R) *
AD28 Paul Fong (D)	AD68 Donald Wagner (R)
AD29 Mark Stone (D) *	AD69 Tom Daly (D) *
AD30 Luis Alejo (D)	AD70 Bonnie Lowenthal (D)
AD31 Henry Perea (D)	AD71 Brian Jones (R)
AD32 Rudy Salas (D) *	AD72 Troy Allen (R) *
AD33 Tim Donnelly (R)	AD73 Diane Harkey (R)
AD34 Shannon Grove (R)	AD74 Allan Mansoor (R)
AD35 Katcho Achadjian (R)	AD75 Marie Waldrom (R)*
AD36 Ron Smith (R) *	AD76 Rocky Chavez (R) *
AD37 Das Williams (D)	AD 77 Brian Maienschein (R)*
AD38 Scott Thomas Wilk (R) *	AD78 Toni Atkins (D)
AD39 Raul Bocanegra (D) *	AD79 Shirley Weber (D) *
AD40 Mike Morrell (R)	AD 80 Ben Hueso (D)

California State Senate	
SD01 Ted Gaines (R)	SD21 Steve Knight (R) *
SD02 Noreen Evans (D)	SD22 Kevin de Leon (D)
SD03 Lois Wolk (D)	SD23 Bill Emmerson (R)
SD04 Special Election	SD24 Ed Hernandez (D)
SD05 Bill Berryhill (R) *	SD25 Carol Liu (D)
SD06 Darrell Steinberg (D)	SD26 Curren Price (D)
SD07 Mark DeSaulnier (D)	SD27 Fran Pavley (D)
SD08 Leland Yee (D)	SD28 Ted Lieu (D)
SD09 Loni Hancock (D)	SD29 Bob Huff (R)
SD10 Ellen Corbett	SD30 Ron Calderon (D)
SD11 Mark Leno (D)	SD31 Richard Roth (D) *
SD 12 Anthony Cannella (R)	SD32 Special Election
SD13 Jerry Hill (D) *	SD33 Ricardo Lara (D) *
SD14 Tom Berryhill (R)	SD34 Lou Correa (D)
SD15 Jim Beall (D) *	SD35 Roderick Wright (D)
SD 16 Michael Rubio (D)	SD36 Joel Anderson (R)
SD17 Bill Monning (D) *	SD37Mimi Walters (R)
SD18 Jean Fuller (R)	SD38 Mark Wyland
SD19 Hannah-Beth Jackson (D) *	SD39 Marty Block (D) *
SD20 Alex Padilla (D)	SD40 Special Election

The impact of the supermajorities can't be known this early. One has to assume however that the Democrats seize on the opportunity to reform California's tax system in a way that creates fiscal predictability and sustainability. The state has struggled with debt and deficits for nearly a decade and there will absolutely be a push to utilize the power of the supermajority in the next two years. There will still be a strong moderate Democrat element in both the Senate and the Assembly, so there is no reason to believe that the liberal wing of the Democratic party will have carte blanche. The Senate will not have a two-thirds majority until special elections are held in Districts 32 and 40 for members that were elected to Congress.

Ballot Propositions

The headline here, of course, is that Proposition 30 passed. This immediately alleviates the fiscal pressure facing the state and allows the legislature and Governor to take a deep breath.

Proposition Title		Yes Votes	%	No Votes	%
Yes	30 Temporary Taxes to Fund Education	5,019,927	53.9%	4,295,136	46.1%
No	31 State Budget, State and Local Government	3,412,287	39.2%	5,282,408	60.8%
No	32 Political Contributions by Payroll Deduction	4,026,755	43.9%	5,145,923	56.1%
No	33 Auto Insurance Prices Based on Driver History	4,100,081	45.4%	4,929,220	54.6%
No	34 Death Penalty	4,321,363	47.2%	4,837,166	52.8%
Yes	35 Human Trafficking	7,401,629	81.2%	1,718,652	18.8%
Yes	36 Three Strikes Law	6,259,333	68.6%	2,860,690	31.4%
No	37 Genetically Engineered Foods Labeling	4,333,744	47.0%	4,892,576	53.0%
No	38 Tax for Education. Early Childhood Programs	2,519,774	27.7%	6,575,860	72.3%
Yes	39 Business Tax for Energy Funding	5,362,161	60.1%	3,565,160	39.9%
Yes	40 Redistricting State Senate	6,148,721	71.5%	2,451,522	28.5%

Analysis

The election results are a “best case scenario” for the Democrats in California. Their ranks have been augmented and the passage of Proposition 30 gives them the ability to step back from the fiscal abyss and focus on other issues that have been pushed to the side for the past several years. There is no way to know exactly what will happen, but it is reasonable to expect that the 2/3 supermajority will be used to “reform” some tax policy and that legislators will seek to shake off some of the leadership-imposed restraint that has limited their policy work over the past several years. We will certainly have a better idea of where we are headed in the coming weeks and months.

Governor Brown recently held a press conference on election results. When asked by reporters, he initially said no tax increases without a vote of the people, but would not commit to a veto of any tax increases sent to him by the Legislature. He also said tax reform should be considered.

Also in response to a question, the Governor said the following are his five priorities for next session:

1. Calibrate our regulations to balance competing interests
2. Water
3. High-speed rail
4. Education – evaluation, standards, testing
5. State budget – new budget coming in January

The 2013-14 Regular Session convenes on December 3.

Cap and Trade

In October 2010 the California Air Resources Board (CARB) adopted the Cap and Trade regulation, which is expected to help California achieve the goals of AB 32 (the Global Warming Solutions Act of 2006) – lower statewide greenhouse gas (GHG) emissions to the equivalent of the 1990-level, by 2020. The Cap and Trade program will set a limit on the total GHG emissions that can be emitted by specific sources within the state; those emitters that plan to emit more than they hold “allowances” for must purchase more allowances through this market-based system (i.e. if they cannot otherwise reduce their actual emissions).

CARB reports that the regulation will cover 360 businesses representing 600 facilities and is divided into two phases: the first, beginning in 2013, will include all major industrial sources along with electricity utilities; the second, starting in 2015, brings in distributors of transportation fuels, natural gas and other fuels.

CARB will provide the majority of allowances to all industrial sources during the initial period (2013-2014), using a calculation that rewards the most efficient companies. Those that need additional allowances to cover their emissions can purchase them at regular quarterly auctions ARB will conduct, or buy them on the market. The first auctions of allowances (for 2013 allowances) are slated for November 2012. As the emissions cap declines each year, the total number of allowances issued in the state drops, requiring companies to find the most cost-effective and efficient approaches to reducing their emissions. The first compliance year when covered sources will have to turn in allowances is 2013.

Revenues expected from the auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program.

In 2012, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap and Trade funds. AB 1532 directs that “Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation.”

On November 14, the ARB held its first auction. The results were as follows:

Auction	Allowances Offered	Allowances Sold	Settlement Price
Current Auction (2013 Vintage)	23,126,110	23,126,110	\$10.09
Advance Auction (2015 Vintage)	39,450,000	5,576,000	\$10.00

Therefore, a total of roughly \$287 million was acquired through the sale of credits, well below the anticipated \$700 million estimate, although two auctions remain within the fiscal year.

Of the roughly \$287 million in credits that we sold, \$231 million were 2013 vintage credits and \$56 million were for 2015 vintage credits. The 2013 vintage credits are intended for the Public Utilities Commission’s (PUC) rebate program for rate increases passed on to ratepayers by investor-owned utilities (IOUs) from the purchase of Cap and Trade emissions credits. Currently, residential, small business, and emission-intensive trade exposed customers (glass manufacturers, cement mixers) qualify to receive such credits.

The 2015 vintage credits are intended for the state's program of reducing GHGs, but the first \$500 million will go towards the General Fund. In January, the Governor estimated that \$1 billion would be generated by the sale of credits with \$500 million going towards the General Fund and an accommodation being made to fund high-speed rail bond debt service.

The PUC has been very reluctant to entertain additional entities to be eligible for the rebate program. We will need to carry legislation to address the issue if we want transit and local government to be considered. We may have to do it in a budget trailer bill.

A broad coalition or transportation and local government is working with CARB on trying to acquire as much of the 2015 revenue as possible.

Per AB 1532, we may have to wait until the release of the May Revise to figure out how to divide up a pie that is still in the making.

Vehicle License Fee Proposal

Senator Ted Lieu (D-Torrance) agreed, then quickly retracted on his commitment to introduce legislation to increase the state's vehicle license fee (VLF) from .65% to 2% in order to fund transportation infrastructure projects. The Senator received pressure from several interest groups in education, and public safety among others, before deciding not to introduce the bill. Transportation unions will attempt to shop the proposal to other members as Session progresses.

Many have cited the reduction of this revenue stream, which used to go towards General Fund purposes, has created anywhere from a \$4 to \$6 billion hole in the state's budget. Governor Schwarzenegger famously reduced the VLF as his first act as Governor after the recall of Governor Davis in 2003.

It was raised to 1.15% in 2009 with public safety being the beneficiary of the additional increment. The proposal was allowed to sunset, however, in 2011.

Proposition 1B

Given that transportation funding falls off of a cliff after the exhaustion of key Proposition 1B programs, several transportation stakeholders have discussed pursuing an additional bond measure that could be recalibrated to focus more intently on programs such as the SHOPP, public transportation, grade separations, etc. Proposition 1B was approved by over 61 % of the voters in 2006 and over \$1.5 billion of the nearly \$20 billion bond has been recycled to improve the state's transportation infrastructure.

55% Voter Threshold for Transportation Bonds

Thanks to the 2/3 majority in both houses, many non-self help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets.



M E M O R A N D U M

December 3, 2012

To: Solano Transportation Authority
 From: Akin Gump Strauss Hauer & Feld LLP
 Re: October - November Report

In October and November we continued to monitor the Department of Transportation's implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) Act. We apprised STA staff of developments. We also assisted staff with drafting comments on the DOT's interim guidance on state freight plans and freight advisory committees. The Federal Highway Administration and Federal Transit Administration are under deadlines to issue notices of proposed rulemakings and new guidance. We will keep you apprised of new development, including new requirements for STA and its members.

I. 2012 Elections

The election results maintain the status quo with President Obama remaining in office, the Senate under Democratic control and the House of Representatives under Republicans control. As of today, there will be 234 Republicans and 199 Democrats in the House in the 113th Congress with two races undecided. Democrats gained two Senate seats, but will not have the 60-vote majority required to avoid a filibuster. Two Independents, Senators Bernard Sanders (VT) and Angus King (ME), will caucus with the Democrats, giving the Democrats 55 votes. Republicans will hold 45 seats.

Sen. Feinstein easily won reelection against the Republican candidate, Elizabeth Emken, with 61 percent of the vote. Senator Boxer was not up for election this cycle. Reps. John Garamendi and Mike Thompson won reelection and will represent Solano County in the next Congress. The number of California Democrats in the House will increase from 34 to 38, with the ratio of California Democrats to Republicans being 38 to 19.

II. Congressional Committees in the 113th Congress

There will be changes in the leadership of the congressional committees that have jurisdiction over issues of importance to STA in the 113th Congress. Those committees are the Senate Environment and Public works (highway and environmental issues) and Banking (Transit) Committees, the House Transportation and Infrastructure Committee and the House and Senate Appropriations Committees.

Senate Environment and Public Works Committee

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Current Senate Environment and Public Works Chair Barbara Boxer (D-CA) is expected to remain Chair in the next Congress. Sen. David Vitter (D-LA) is expected to become the Committee's Ranking Member, succeeding Sen. James Inhofe (R-OK) who must vacate the ranking position under Republican term limit rules.

Senate Banking, Housing and Urban Affairs

Senate Banking, Housing and Urban Affairs Committee Chairman Tim Johnson (D-SD) and Housing, Transportation and Community Development Subcommittee Chairman Robert Menendez (D-NJ) are expected to continue in their positions. With Ranking Member Richard Shelby (R-AL) expected to become Ranking Member of the Senate Appropriations Committee, Sen. Michael Crapo (R-ID) is expected to become the Committee's ranking member. Sen. Crapo has supported legislation that would expand transit services in rural communities.

Senate Appropriations Committee

Chairman Daniel Inouye (D-HI) will continue to chair the Senate Appropriations Committee in the 113th Congress. Sen. Richard Shelby (R-AL) is expected to become the Ranking Minority Member, succeeding Sen. Thad Cochran (R-MS). Sen. Patty Murray (D-WA) is expected to continue to chair the Transportation-HUD Appropriations Subcommittee.

House Transportation and Infrastructure Committee

Rep. Bill Shuster (R-PA) will replace John Mica (R-FL) as chairman of the Transportation and Infrastructure Committee since Chairman Mica is term limited. Rep. Shuster was elected to Congress in 2001 and succeeded his father, Rep. Bud Shuster, who served as Chairman of the House Transportation and Infrastructure Committee from 1995 to 2001. In the 112th Congress, Rep. Shuster served as Chairman of the Railroads, Pipelines, and Hazardous Materials Subcommittee. He worked with the House Republican Leadership to whip the House Republicans to enact MAP-21. Rep. Shuster has worked across party lines, but also has the respect of his leadership and rank-in-file members. Rep. Nick Rahall (D-WV) will continue to serve as Ranking Minority Member of the Committee. Rep. Rahall is a long-time member of the Committee and had a close working relationship with the senior Chairman Shuster. Current Highways and Transit Subcommittee Chairman Duncan Hunter (R-CA) is term limited and Rep. Richard Hanna (R-NY) has been mentioned as a possible successor. Congressman Garamendi has expressed an interest in serving on the Transportation Committee. The Republican and Democratic leadership are expected to name committee members shortly.

House Appropriations Committee

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While House Appropriations Chairman Hal Rogers (R-KY) will continue to lead the Committee, the top Democratic spot on the Committee is open with the retirement of Rep. Norm Dicks (D-WA). Rep. Marcy Kaptur (D-OH) and Rep. Anita Lowey (D-NY) are expected to contend for the position.

III. Budget Talks/Fiscal Cliff

Congress and the President will continue to attempt to negotiate a budget deal to avoid the “fiscal cliff”, which will trigger mandatory spending cuts and tax increases, if an agreement is not reached by January 2. Currently, the parties are at a stalemate. Last week Treasury Secretary Timothy Geithner presented the framework of a deal that included \$50 billion in infrastructure spending for highways, transit, rail and aviation. In describing the infrastructure proposal the White House issued a statement that

The President’s plan includes \$50 billion in immediate investments for highways, transit, rail and aviation, helping to modernize an infrastructure that now receives a grade of “D” from the American Society of Civil Engineers and putting hundreds of thousands of construction workers back on the job. The President’s plan includes investments to improve our airports, support NextGen Air Traffic Modernization efforts, and resources for the TIGER and TIFIA programs, which target competitive dollars to innovative multi-modal infrastructure programs. It will also take special steps to enhance infrastructure-related job training opportunities for individuals from underrepresented groups and ensure that small businesses can compete for infrastructure contracts. The President will work administratively to speed infrastructure investment through a recently issued Presidential Memorandum developed with his Jobs Council directing departments and agencies to identify high impact, job-creating infrastructure projects that can be expedited in a transparent manner through outstanding review and permitting processes. The call for greater infrastructure investment has been joined by leaders from AFL-CIO President Richard Trumka to U.S. Chamber of Commerce President Thomas Donohue.

The Republicans in Congress reacted negatively to the President’s proposal, including the proposal to spend an additional \$50 billion on infrastructure. The parties will continue to attempt to negotiate an agreement that likely will include some balance of spending cuts and tax increases. There also has been some discussion regarding the possibility of increasing the federal gas tax as part of the package, which would provide increased revenue for transportation. It is not clear whether the President and Congress will (1) reach agreement on a plan to address the deficit before January 2; (2) pass a short term bill to postpone the mandatory cuts and tax increases; or (3) go over the fiscal cliff, at least temporarily.

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IV. 113th Congress Transportation Agenda

The House and Senate transportation committees will focus their efforts first on overseeing DOT's implementation of MAP-21 and then on drafting a reauthorization bill. Congress will have to identify new revenues to support a multiyear authorization bill. There has been renewed discussion about increasing the federal gas tax and there continues to be discussion about implementing a user fee based on vehicles miles travelled. With MAP-21 expiring on September 30, 2014, Congress must begin working relatively quickly on identifying priorities for the new bill and developing a bill that can pass the House and Senate and the President can sign into law before MAP-21 expires.

The transportation committees also will work on Water Resources Development Act (WRDA) legislation and reauthorizing Amtrak.

V. MAP-21 Freight Policy Implementation

On October 15, 2012, the Department of Transportation (DOT) issued [an interim guidance on State Freight Plans and State Freight Advisory Committees](#) under MAP-21. STA filed comments on November 16, emphasizing that the state planning process should recognize the need for infrastructure improvements in vital freight corridors outside of urban areas, such as the I-80/I-680/State Route 12 interchange.

DOT is required to adopt a national freight plan by October 1, 2015 and has stated that it will rely heavily on state planning to finalize the national plan. The guidance encourages states to develop State Freight Plans. It also provides guidance to states on the required elements of the state plans, establishing performance measurements, identifying funding for freight improvements and evaluating the economic impact of the plan. It encourages states to develop State Freight Advisory Committees as part of the process for developing the state plans, under Section 1117 and makes receipt of a higher federal share of funds for freight projects contingent on states developing the plans. STA submitted comments on the interim guidance.

VI. INVEST

On October 10, the FHWA announced the launch of [an online tool](#) to aid state and local transportation agencies incorporate sustainability into planning and projects and score projects and programs based on based social, environmental and economic performance. Although it is not a requirement for grant applications, INVEST is designed to provide information and techniques to help state and local agencies to self-evaluate their programs to integrate sustainability best practices into their projects and programs. Each INVEST criterion describes a particular sustainability best practice and assigns it a point value (or "weight") according to its

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relative impact on transportation sustainability in three modules -- system planning, project development, and operations and maintenance. Each module is based on a separate set of criteria and can be evaluated separately. In addition to providing a method for self-evaluation, INVEST is also designed to provide a platform for sharing successful practices.

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DATE: December 11, 2012
TO: STA TAC
FROM: Danelle Carey, SR2S Assistant Program Manager
RE: Safe Routes to School (SR2S) Program Update

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel. Using a comprehensive approach, the program includes 5E's; education, encouragement, enforcement, engineering and evaluation. The program focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted STA's first Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan has provided the direction for the SR2S Program for the past four years. The STA and the various SR2S Advisory Committees are currently in the process of updating the 2008 Plan. The Plan update involved identifying local task force stakeholders, facilitating 29 local task force meetings, coordinating 17 school site walking audits & evening planning events and drafting recommendations. STA is now seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA's SR2S Advisory Committee (SR2S-AC) is helping to guide the planning process by reviewing materials prior to their use during meetings and within documents. The mapping project mirrors the process used during the pilot mapping process to produce an additional 65-70 school maps.

Discussion:

Education & Encouragement Events

During Fiscal Year (FY) 2011-12 the SR2S program, in partnership with Solano County Public Health, conducted programs to teach students how to walk and bike safely to school and in their communities. Students were also educated on the benefits of walking and biking to school and using the road safely. The Educational and Encouragement activities work hand in hand to create healthy habits for students. Approximately, 12,811 students were reached through 55 program events:

- 857 students participated in (15) School Bike Rodeos
- 7,555 students participated in (14) School Safety Assemblies
- 4,399 students participated in (26) Walk and Roll School Events

Enhanced Enforcement Activities

Through the STA's \$100K enforcement grant, the City of Suisun City's Police Department administered in-class safety training for students, developed a crossing guard manual, test and video. The SR2S program staff is currently discussing how to integrate the crossing guard training into the existing training system. The SR2S Advisory Committee will assist in the planning for future implementation of the crossing guard manual. The Fairfield Police Department conducted enhanced enforcement at seven (7) Fairfield schools to reinforce safe behavior from pedestrians, bicyclists, drivers, students and parents around school grounds. As a result of the enhanced enforcement program, the following actions occurred:

- 47 citations were issued
- 63 warnings were issued
- 3 vehicles were towed

Engineering

(2011-12 Plan Update)

Over the last year, the STA's SR2S program coordinated an extensive public input process for the 2011-12 Plan Update. This effort gathered input from local agencies, school districts, and the public on existing planned efforts identified in the 2008 plan, as well as other local safety needs and potential future SR2S projects.

The SR2S outreach process is split into three major phases:

- 1) Safe Routes to School Introduction Meeting
- 2) Community Task Force meetings/Walk Audits
- 3) City Council, School Board, and STA Board adoption of the SR2S Plan Update

The STA retained Alta Planning and Design to conduct the Safe Routes to School Mapping and Plan Update. Seventeen (17) walking audits were conducted countywide. The audits consist of observing drop off and pick up activities at identified locations of interest and documenting concerns. As a result of these walking audits, several recommendations for improvements were made to improve the traffic circulation, congestion and walk ability for children. The recommendations were reviewed and prioritized by each Community's SR2S Task Force. The SR2S program is currently coordinating with City Councils and School Boards to seek adoption of their updated local SR2S plan for inclusion into STA's SR2S Countywide Plan Update.

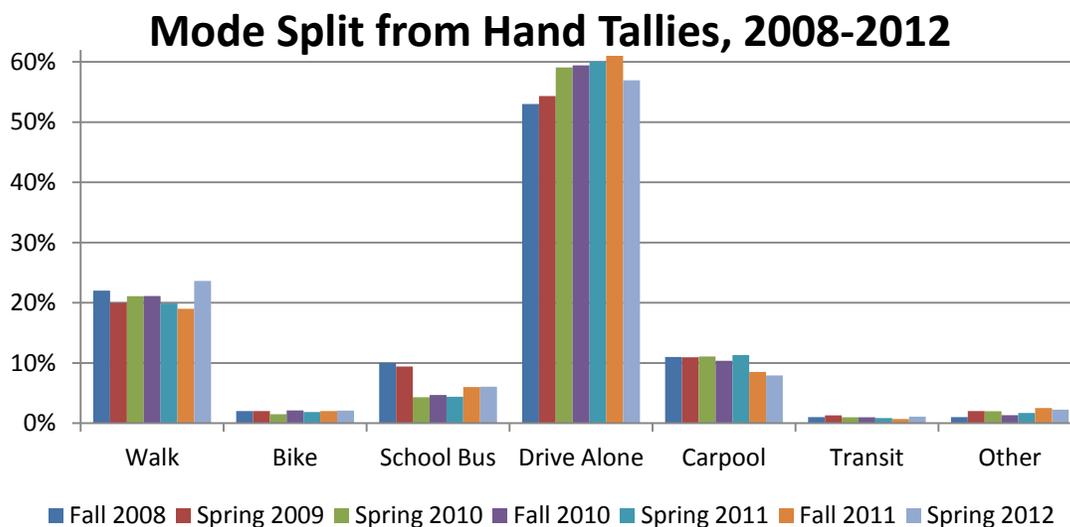
Approximately, \$3M of infrastructure needs was identified in the SR2S Plan update, \$2M of which are priority projects. The SR2S Advisory Committee has submitted an application for \$1.2M of OneBayArea Grant (OBAG) funding to STA to implement a SR2S Engineering program to provide grant funding to each community to assist in the funding of their priority infrastructure projects based on the updated SR2S Plan.

As the SR2S Plan Update is nearing completion, STA staff and the SR2S Advisory Committee is recommending STA coordinate a SR2S Summit in April 2013 to gather stakeholders to review SR2S mapping and planning process, the current SR2S program, and the kick-off of the STA's new Walking School Bus Program that is funded through a \$500,000 federal SR2S grant. The summit will highlight the efforts of each Community Task Force, schools, parents and all who are involved/interested in the future of the program.

Evaluation

Twice a year (Spring/Fall), the SR2S program evaluates the program through Student Travel Hand Tally Surveys. The graph below displays hand tally data for Solano County from the fall 2008 through spring 2012. Of the approximate 110 schools in Solano County, 28 schools participated in the in-class hand tallies during the Spring of 2012.

Overall, each semester hand tally results represent between 45,000 and 70,000 trips taken at 22 to 28 schools. The data reveals that about one in five students walks to school, with this rate decreasing slightly until the spring of 2012 when walking reached its peak share of trips at 24%. Driving alone comprises the majority of school travel and increased significantly from 2008-2011, jumping from 53% to 61% of all trips. This increase appears to coincide with the significant reduction in school bus ridership in the spring of 2010, when school bus service was cut or eliminated in several school districts. This trend reversed in the spring of 2012 when driving alone dropped to 57%, apparently a result of shifts to walking.



Walking School Bus (WSB) Program

In the fall of 2011, STA secured \$500,000 in federal grant funding to implement a countywide walking school bus program at all 56 elementary schools in the county over three years. Although grant funds were not obligated until late 2012, staff used existing resources to promote a pilot program for the 2011-12 school year. This pilot effort yielded a number of 'lessons learned' and school champion contact leads that will be critical to the program's success and ongoing sustainability. At the time of this Plan's development, walking 'buses' have been organized for a handful of schools, including two independent walking groups at Edwin Markham Elementary in Vacaville. The WSB pilot project produced 5 walking school buses:

- (1) Markham Elementary, Vacaville CA
- (2) B. Gale Wilson Elementary, Fairfield CA
- (1) Anna Kyle Elementary, Fairfield CA
- (1) Matthew Turner Elementary, Benicia CA
-

The WSB program will begin its implementation in January 2013 with two new part-time walking school bus coordinators.

Recommendation:

Forward a recommendation to the STA Board authorizing STA to organize a Solano County Safe Routes to School Summit in April 2013.

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DATE: December 20, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

Background:

OneBayArea Grant (OBAG), \$18.8 M for Solano County

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OBAG program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 M over 4 years.

STA OBAG Programming Progress, \$6.2M Remaining

Between July 2012 and December 2012, the STA Board has programmed \$12.573 M of the available \$18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)

Of the \$6.196 M remaining, \$0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and \$5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

Discussion:

Draft OBAG Draft Candidate Projects Assessment

On December 12, 2012, the STA Board adopted a Project and Program Screening Criteria Assessment, which screened out five projects from further consideration, leaving 17 projects remaining for further consideration. The STA Planning staff also presented "Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology" as authorized by the STA Board in October 2012 (see Attachment A). STA Planning staff discussed how the STA Board will receive a ranking criteria matrix, with a draft assessment for each of the candidate projects or programs.

Attached is a Draft STA OBAG Candidate Projects Assessment Matrix for the STA TAC's review prior to forwarding to the STA Board (Attachment B). The assessment table organizes the 17 remaining OBAG projects into the following three categories:

- Transit Related Projects
- Complete Streets Style Projects
- Bicycle or Pedestrian Projects

The table also organizes the 13 criteria into the following 5 categories:

- Plan Achievement
- Specific Benefits
- Area Investments
- Regional/Equitable Focus
- Delivery Incentives

This organization of projects and criteria serves only to aid in reading the matrix and does not confer any priority or weighting to any project or criteria. The total of "Yes" votes, while quantitative in nature, will be applied qualitatively when STA staff compare the Assessment Matrix results to each project's funding eligibility and tier as described below.

OBAG Project and Program Tiers to be Analyzed with Funding Eligibility

On December 12, 2012, STA Planning staff also discussed how OBAG projects would be placed into three Tiers, depending on their OBAG project ranking results and candidacy for federal funding. Attached is a draft STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment C). STA staff will adjust OBAG projects into tiers once the criteria results shown in the Draft OBAG Candidate Projects Assessment Matrix have been approved by the STA Board. This last step will inform STA staff's recommendation for programming remaining OBAG funding within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment D).

Following discussions of the candidate projects assessment by the STA TAC and Board in January, STA staff will develop an OBAG funding recommendation for review, discussion, and action by the STA TAC and Board in February.

Fiscal Impact:

None. The recommended Draft STA OBAG Candidate Project Assessment Matrix, which shows STA Staff criteria results, does not recommend any particular project for funding.

Recommendation:

Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results, as shown in Attachment B.

Attachments:

- A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology, 12-12-12
- B. Draft STA OBAG Candidate Projects Assessment Matrix, 12-20-12
- C. Draft STA OBAG Candidate Projects Funding Eligibility Table, (provided under separate cover)
- D. STA Funding Strategy Principles and Criteria, 04-10-2010

Criteria	Methodology	Who will Rate
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff has developed a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning Staff
Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by: <ul style="list-style-type: none"> • 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 	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support PDAs will be rated YES, unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning Staff and Solano Planning Directors
Does the project address safety improvements? <ul style="list-style-type: none"> • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions 	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning and Projects staff and STA TAC
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning Staff
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?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning and Transit Staff

<p>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:</p> <ul style="list-style-type: none"> • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility? 	<p>The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.</p>	<p>STA Projects Staff, PDWG, and STA TAC</p>
<p>Does the project deliver an element of a Complete Street?</p>	<p>Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.</p>	<p>STA Planning and Projects Staff and STA TAC</p>
<p>Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?</p>	<p>Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project or program support maintaining and expanding the employment base in Solano County?</p>	<p>If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?</p>	<p>Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.</p>	<p>STA Planning, Projects, Transit and Rideshare staff</p>
<p>Does the project encourage or facilitate the use of public transit or other use of alternative modes?</p>	<p>Projects or programs that directly promote a) use of transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation, or b) that promote the use of bicycling or walking, will be rated YES.</p>	<p>STA Planning, and Projects staff</p>

Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Planning Staff, STA TAC and STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects Staff, PDWG, and STA TAC

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Draft STA OneBayArea Assessment
12/21/2012

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes" or High
	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match	
Transit Related Projects															
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	10
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	TBD	High	No	No	Yes	7
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	No	7
Complete Streets Style Projects															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	10
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	No	Yes	Yes	8
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	8
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	TBD	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	0	0	Yes	Yes	Yes	Yes	Yes	No	No	TBD	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	No	TBD	Low	No	No	Yes	5
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	TBD	Low	No	No	No	4
Bicycle or Pedestrian Projects															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	TBD	Low	No	Yes	Yes	6
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	TBD	Low	No	No	Yes	5
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	TBD	Low	Yes	No	No	5
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	TBD	Low	No	No	No	5

* For "Countywide or Equitable" criteria results, yes/no results cannot be finalized until STA staff makes funding recommendations, with the exception of countywide programs.

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NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

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Solano Transportation Authority (STA) Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
 - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
 - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
 - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
 - b. Criteria: Funded Project Delivery Phases
 - i. Environmental Review
 - ii. Preliminary Engineering and Design
 - iii. Right-of-Way Acquisition
 - iv. Construction
- 3. Reward Project Progress**
 - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
 - b. Criteria: Completed Project Delivery milestones
 - i. Environmental Document approval, permits obtained, and Project Approval
 - ii. Final Design complete
 - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
 - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
 - b. Provide basic local matches to obligate grant funds**
 - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
 - ii. Criteria: Ratio of STA grants vs. other funding
 - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
 - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
 - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
 - iii. Criteria: Ratio of STA investments vs. regional grant funding



DATE: December 20, 2012
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano County Priority Development Area Investment and Growth Strategy

Background:

The Solano Transportation Authority (STA) is required by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. The purpose of the PDA Investment and Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

Solano County's currently has twelve (12) PDAs, approved by ABAG, with each city having at least one PDA. The STA is required to complete the PDA Investment and Growth Strategy by May 1, 2013.

On October 24th, the Metropolitan Transportation Commission (MTC) approved a shift of \$20 million from regional OBAG funding to the nine Bay Area Congestion Management Agencies for PDA planning and assistance. As a follow up action, on November 28th, MTC approved the funding allocations to each county based on the most current OBAG and Regional Housing Needs Assessment (RHNA) formula. Solano County was approved to receive \$1.06 million as part of MTC's action for PDA planning and assistance over the next four (4) fiscal years (i.e. FY 2012-13 to FY 2015-16).

Discussion:

MTC's May 1, 2013 deadline is relatively short given the level of coordination and information exchange needed between the STA and the seven cities. STA staff recommended the STA Board approve \$75,000 for consultant assistance given MTC's recent funding approval. The consultant will assist STA staff in working with the Cities Planning Directors to complete the PDA Investment Strategy.

The proposed schedule for STA's PDA Assessment is to refine criteria in January for the Solano Planning Director's to discuss and recommend at their January 17th meeting, followed by a review and recommendation at the January 30th TAC meeting. STA staff anticipates having PDA projects identified with supporting information completed by the end of February in time for a review by the Solano Planning Directors and STA TAC in March.

Fiscal Impact:

Consultant service assistance related to the PDA Investment and Growth Strategy will be budgeted for an amount not to exceed \$75,000. Funding for the \$75,000 would be initially funded by \$75,000 of Surface Transportation Program (STP) OBAG funds with MTC's recent county PDA fund augmentation.

Recommendation:

Informational.

Attachment:

- A. Proposed PDA Assessment Schedule (To be provided under separate cover.)

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

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DATE: December 3, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA has been focusing on limited federal and state funding, projected over the next 25 years, on a handful of regionally significant projects. While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA and local jurisdictions depend on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to continue to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, local funds will be needed to initiate these projects.

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

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

County of Solano Public Facility Fee Study Underway

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

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

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee. During August and September 2012, STA and County staff revised the March 2012 packages to include a 6th package for unincorporated roadway improvements. At the TAC meeting of November 28, 2012 the Cities

of Benicia and Vallejo requested to modify Package 3 to include a modification of the Package 3 agencies to add Benicia. Subsequently, the City of Benicia requested access improvements to the Benicia Industrial Park be added to this package of projects. At the suggestion of the RTIF Working Group, the following RTIF projects and project working groups are now part of the proposed RTIF implementation packages.

Agencies	Project	Project Cost
<i>Package 1, Jepson Parkway Corridor</i>		
Fairfield	Remaining Segments of Jepson Parkway	\$ 28.0 M
Vacaville	Remaining Segments of Jepson Parkway	\$ 93.1 M
<i>Package 2, State Route 12 Corridor</i>		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	\$50.0 M
Rio Vista County of Solano	State Route 12, Church Road Interchange	\$ 2.0 M
<i>Package 3, South County</i>		
City of Vallejo	SR37/Redwood St/Fairgrounds Dr	\$ 65.0 M
City of Benicia	I-680 Industrial Park Access Improvements	\$ 20.0 M
<i>Package 4, Central County I-80 Reliever Route</i>		
City of Fairfield	North Connector West	\$ 32.0 M
County of Solano	Local Project Share	TBD
<i>Package 5, Express Bus Transit Centers and Train Stations</i>		
City of Benicia	Benicia Industrial Park Multi-modal Transit Center	
City of Dixon	Dixon Multimodal Transportation Center	
City of Fairfield	Fairfield Transportation Center, next phase	
City of Fairfield	Fairfield/Vacaville Train Station, next phase	5% of total
City of Suisun City	Suisun City Train Station improvements	fees collected
City of Vacaville	Vacaville Transportation Center, next phase	
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase	
Solano County	360 Project Area Transit Center	
<i>Package 6, Unincorporated County Roadway Improvements</i>		
Countywide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected

The RTIF Working Group also recommended the following allocation policies and strategies to deliver these packages of projects:

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

Discussion:

The RTIF Policy Committee (composed of City Managers, Mayors, the County Administrator, and one County Supervisor) met on December 12, 2012 prior to the STA Board meeting to discuss the RTIF Working Group’s recommendations and the potential for coordinating the STA’s RTIF process with the County’s Public Facility Fee update process.

On December 12, 2012, the STA Board acted to request the following actions from the Solano County Board of Supervisors, as amended by the RTIF Policy Committee (see underlined recommendation), recognizing that the Board of Supervisors has ultimate authority over the County of Solano’s Public Facility Fee:

1. *Add transportation facilities to the County of Solano’s Public Facility Fee (PFF) Program*

County of Solano staff have already incorporated this study topic into the PFF study’s scope of work. However, the Board of Supervisors does not necessarily need to take this action based on the study’s potential recommendations. This action would make the request from STA official.

2. *Designate the Solano Transportation Authority to distribute a Portion of the County of Solano’s Public Facility Fee for Transportation Projects, based on future discussions of program implementation.*

County of Solano staff, STA staff, and STA Technical Advisory Committee members have discussed the approach of designating the STA to manage the transportation portion of the PFF. This would enable each of the cities to participate in the development of transportation project priorities and development of implementation priorities and project delivery funding plans. Further, STA would coordinate transportation area working groups while allowing the Board of Supervisors to retain ultimate PFF program authority.

3. *Consider a transportation facility fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus), if the County of Solano maintains existing fee levels.*

STA’s consultant, Economic Planning Systems (EPS), has projected fee revenues by RTIF package at various fee ranges over a 10-year period using conservative estimates for growth. STA staff recommends that the transportation PFF be introduced at a reasonable level to avoid harming economic recovery, but at a fee level adequate enough to still result in the construction of a few PFF funded projects in no later than 10 years. Based on these projections, STA staff recommends requesting County consider a transportation PFF of \$1,500 per Dwelling Unit Equivalent (DUE).

For example, a \$1,500/DUE fee would have projected revenue for Package#1 (Jepson Parkway) of \$6.2M over this ten year period. This is projected to be sufficient funding to help develop a funding plan to begin construction of another segment of the Jepson Parkway.

Next Steps: Package Refinement and Nexus Approval

STA staff is continuing to work with the Working Group members to refine packages (district boundaries, working group partners, and projects). Final packages are scheduled to be brought back to the RTIF Policy Committee at a meeting scheduled in February 2013.

Proposed Next Steps for RTIF Packages Refinement and Nexus Approval
(Pending RTIF Policy Committee and STA Board Action)

Committees	RTIF Packages (District Boundaries, Partners, and Projects)	Nexus Study
RTIF Working Groups by Packages	January 2 – January 30, 2013	
STA TAC Review of Working Group Package	Between January 30, 2013 – February 8, 2013	February 27, 2013
RTIF Stakeholders Committee –	January 2013	
RTIF Policy Committee – Review of Draft	February 13, 2013	March 13, 2013
STA Board – Review of Draft	February 13, 2013	March 13, 2013
STA TAC – Recommend Adoption	February 27, 2013	
STA Board – Adopt Recommendation	March 13, 2013	

Recommendation:
Informational.



DATE: December 18, 2012
TO: STA TAC
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Mobility Management Plan and Countywide In-Person ADA Eligibility and Certification Process

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan will identify existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan will address four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. These four elements are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study.

These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, and the STA Board. Once all comments have been compiled and incorporated as appropriate, STA will request Board approval to release the Draft Mobility Management Plan for comment and approval in February 2013.

Discussion:

The goal of a Countywide In-Person ADA Eligibility and Certification process is to ensure an accurate and consistent eligibility process in completed countywide for paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options.

Currently, the six transit operators in Solano County use a paper-based application process to certify ADA eligible applicants. The application is similar between operators, but not identical. Each of the transit operators makes its own eligibility determinations. None of the operators require an in-person interview or assessment for eligibility, but all of the operators require verification of the applicant's disability.

According to ADA regulations, paratransit eligibility shall be based on one's physical and cognitive ability to use and navigate fixed route service, not on the existence of a disability alone. As such, the STA recommends addressing this discrepancy by developing an in-person eligibility and certification process that will make more precise ADA eligibility determinations. The goal of this program is to relieve demand on paratransit in Solano County, improve service for eligible paratransit passengers, ensure that applicants are "catching the right bus", and inform non-ADA eligible applicants about their transportation options.

SolTrans currently has a contract with its purchased transportation provider to administer its ADA eligibility and certification process to its passengers. This contract expires June 30, 2013, and SolTrans will have a new contract in place by July 1, 2013. SolTrans has requested that a countywide ADA eligibility and certification process be in place by July 1, 2013 to line up with their new contract. In order for the STA to implement the countywide in-person ADA eligibility program by July 1, 2013, a Request for Proposal (RFP) for an ADA eligibility and certification process was scheduled to be released at the end of December 2012. The STA staff went directly to the STA Board in December to recommend releasing a RFP upon collaboration with Intercity Transit Consortium and TAC.

A draft scope of work was sent to the Consortium for comments November 30th for their review and input. Several concerns were raised, including estimated future costs associated with the proposed program, location of the service and the type of ADA eligibility assessment. On December 19th, STA staff met with the Consortium to discuss these concerns. The Consortium requested more information about the benefits of doing a telephone-based versus and in-person assessment. STA staff is in the process of arranging a presentation of both options. STA is also requesting input from TAC about the draft scope of work for the Countywide In-Person ADA Eligibility and Certification Process (Attachment A).

Once a provider is on board through this RFP process, it is planned to run this Countywide In-Person ADA Eligibility and Certification as a pilot program for two years. An evaluation of this countywide process will be done during the second year of the pilot.

Fiscal Impact:

In June 2012, the STA Board approved \$289,343 in Regional Paratransit State Transit Assistance funds (STAF) for Mobility Management Program Implementation. Part of this funding will be used to fund this project.

Recommendation:

Informational.

Attachments:

- A. Scope of Work for the Countywide In-Person ADA Eligibility and Certification Process
- B. ADA Eligibility Assessment by Transit Operators – FY 2011-12 (To be provided under separate cover.)

SCOPE OF SERVICE TASKS

The goal of a Countywide In-Person ADA Eligibility process is to ensure the consistent provision of paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options. Per ADA regulations, assessment of paratransit eligibility shall be based a functional model as opposed to a medical model. Thus, an applicant’s functional ability to use and navigate the fixed route service will determine ADA paratransit eligibility and will, in most cases, not be based solely on a medical condition or diagnosis.

The STA, in coordination with the County of Solano and the transit operators in Solano County intend to retain a qualified and committed contractor to work closely with STA and transit operators to develop, implement and perform the functions of a Countywide In-Person ADA Eligibility program via the following major tasks:

1. Confirm Program Goals and Finalize Scope of Services and Work Plan;
2. Maintenance and dissemination of written and oral information about ADA eligibility including ADA background material, ADA eligibility application and instructions, and the Regional Eligibility Database (RED);
3. Review submitted applications for completeness. Incomplete applications will be returned to the applicant for completion;
4. Schedule and arrange for in-person interviews and assessments in locations throughout Solano County using a “circuit rider” approach;
5. Conduct in-person interviews and functional assessments for applicants to determine ADA paratransit eligibility;
6. Determine applicant eligibility consistent with the ADA and inform applicant in a clear written format with supportive documentation;
7. Enter eligible applicants into the RED system and notify STA and appropriate transit operators of applicant’s ADA eligibility determination;
8. Recertify current clients on a three year cycle;
9. Accommodate applicants in languages other than English, including sign language, during in-person interviews and assessments upon request;
10. Provide applicants with information presented in accessible formats upon applicant need or request;
11. Maintain applicant files. Record and report all activity and findings to STA and transit operators;
12. Assist transit operators with local appeals process;
13. Compliance with all provisions of HIPAA

The following details each task with task deliverable information:

Task 1. Confirm Project Goals and Finalize Scope of Services and Work Plan

- | | |
|----------|---|
| Task 1.1 | Kick off meeting with STA and selected contractor to negotiate final task budget and determine final schedule with milestones and deliverables. |
|----------|---|

Task 1.2 Develop detailed project budget and schedule.

Task 1 Deliverable
1) Finalized budget and detailed project schedule.

Task 2. Maintenance and dissemination of written and oral information about ADA eligibility including ADA background material, ADA eligibility application and instructions, and the Regional Eligibility Database (RED)

- Task 2.1 Gather information about ADA eligibility including educational material, existing transportation services and options, paratransit application and instructions. Present information to the public over the phone and via the internet, brochures, and at four (4) outreach events per year. Provide information to STA and transit operators to post on website.

- Task 2.2 Identify key stakeholders in the County that deliver transportation services for seniors and people with disabilities and create a strategy for educating them about the new Countywide In-Person ADA Eligibility Process via in-person presentations and in narrative format.

- Task 2.3 Update ADA eligibility resources as needed and inform applicants and stakeholders of any new rules, regulations or procedures.

Task 2 Deliverable
1) Dissemination of information regarding ADA eligibility including educational material, existing services, the application and instructions, and RED to the public, STA, and transit operators.
2) An outreach strategy to educate stakeholders about the new program.
3) Update ADA eligibility resources as needed and inform necessary parties.

Task 3. Review submitted applications for completeness

- Task 3.1 Review submitted applications for completeness. If incomplete, indicate which sections need to be completed or if any supporting documents are needed. Return to applicant for completion.

Task 3 Deliverable
1) All applications are complete prior to in-person interviews and assessments.

Task 4. Schedule and arrange for in-person interviews and assessments in locations throughout Solano County using a “circuit rider” approach

- Task 4.1 The “circuit rider” approach will alternate the locations of the in-person ADA eligibility process throughout the County in order to promote greater access to this service. Contractors will work with transit operators to determine available locations in each of their jurisdictions where ADA eligibility interviews and functional assessments can occur. Sites must be ADA accessible and be suitable to evaluate the applicant’s ability to use transit in that city.
- Task 4.2 Create a monthly schedule for interview/assessment locations and make the schedule available to the public.
- Task 4.3 Coordinate with applicants to schedule in-person interviews and assessments. Follow-up with a confirmation phone call.
- Task 4.4 If applicant is not able to transport him/herself to the interview/assessment location, work with applicant to coordinate transportation to and from the in-person interview site.

Task 4 Deliverable	
1)	Identification of various sites throughout the County in which to conduct in-person interviews and assessments.
2)	Creation of a monthly “circuit rider” schedule.
3)	Schedule in-person interviews and assessments.
4)	Coordinate transportation to and from the in-person interviews and assessments.

Task 5. Conduct in-person interviews and functional assessments for applicants to determine ADA paratransit eligibility

- Task 5.1 Propose what conditions, if any, may warrant an alternative eligibility process. For example, individuals who are legally blind or whose application is based on seizures or psychiatric disabilities may undergo a different application process. Approval by transit operators will be necessary in order to implement a simplified process for certain applicants.
- Task 5.2 Develop an in-person interview script/worksheet for ADA eligibility in order to gather information about the applicant’s disability
- Task 5.3 Research various functional assessments that can be used to determine one’s physical and/or cognitive abilities to access and ride transit in that city. Select a series of assessments that can be adapted for use in Solano County.
- Task 5.4 Interview applicants and evaluate their physical and/or cognitive ability or inability to safely access and use transit in a consistent manner.

Task 5.5 Photograph applicant for the ADA eligibility identification card (pending eligibility determination).

Task 5 Deliverable	
1)	Propose which conditions, if any, may warrant an alternative eligibility process and propose the alternate process for such applicants.
2)	Development of an in-person interview script/worksheet for ADA eligibility
3)	Selection of functional assessments to determine the applicant's physical and/or cognitive abilities to access and use transit.
4)	Uniform conduct and evaluation of in-person interviews and functional assessments.
5)	Photo identification cards for eligible applicants.

Task 6. Determine applicant eligibility consistent with the ADA and inform applicant in a clear written format with supportive documentation

- Task 6.1 Make a determination of applicant's ADA eligibility based on the information garnered from in-person interviews and functional assessments.
- Task 6.2 Provide applicants with information about transportation options and travel training if the applicant is found to be ineligible at the time of the in-person assessment.
- Task 6.3 Mail applicants a package with written documentation notifying them of the determination. If eligible, the package must contain a photo identification card. If conditionally or temporarily eligible, the package must include a photo ID card and information about the appeal process. If ineligible, the package must include information about the appeal process and information about travel training/travel options.
- Task 6.4 Determination letters must be mailed to applicant within 21 days after completion of the in-person interview and assessment or receipt of the simplified paperwork. A penalty of \$40 will be imposed on the contractor for failure to complete the eligibility process within this time frame and an additional \$40 for every paratransit trip taken by applicant granted presumptive eligibility as a result of the contractor's failure to complete the eligibility within this time frame.

Task 6 Deliverable	
1)	Make determinations of applicant's ADA eligibility.
2)	Provide information about transportation options and travel training as needed.
3)	Mailed determination letters and any supportive documentation within 21 days of the in-person interview and assessment or receipt of the simplified paperwork.

Task 7: Enter eligible applicants into the RED and notify STA and appropriate transit operators of applicant's ADA eligibility determination

- Task 7.1 Enter ADA eligible applicants into the RED as determinations are made.
- Task 7.2 Notify STA staff and appropriate transit operators of all applicant determinations via email as the determinations are made.

Task 7 Deliverable
1) Input of ADA eligible applicants into the RED. 2) Notification of all applicant determinations to STA and the corresponding transit operator.

Task 8. Recertify current clients on a three year cycle

- Task 8.1 All passengers who were certified ADA eligible prior to the implementation of the countywide eligibility program will need to undergo an in-person interview and assessment for recertification.
- Task 8.2 Passengers who were certified after the implementation of the countywide eligibility program will be able to recertify using a simplified recertification process. Contractor shall propose a simplified recertification process and work with STA and transit operators for final determination to be used.
- Task 8.3 Establish a system for notifying existing ADA eligible passengers of their upcoming eligibility expiration 90 days in advance of the expiration date via phone call and mailed letter.
- Task 8.4 Recertify ADA eligible passengers and notify all applicants of the determination via mailed letter within 21 days of the in-person assessment or receipt of paper application. A penalty of \$40 will be imposed on the contractor for failure to complete the eligibility process within this time frame and an additional \$40 for every paratransit trip taken by applicant granted presumptive eligibility as a result of the contractor's failure to complete the eligibility within this time frame.

Task 8 Deliverable
1) In-person evaluation and recertification of ADA eligible passengers certified before July 2013 2) Recertification of ADA eligible passengers using a simplified recertification process starting July 2016. 3) Timely notification of all ADA passengers of upcoming eligibility expiration. 4) Mailed determination letters and any supportive documentation within 21 days of the in-person interview and assessment or receipt of the simplified paperwork.

Task 9. Accommodate applicants in languages other than English, including sign language, during in-person interviews and assessments upon request

- Task 9.1 Make language interpreters, including sign language, available for applicants upon request. Requests must be made within 48 hours of appointment. A telephone-based or other interpreter is acceptable.

Task 9 Deliverable
1) Provide language interpreters as needed.

Task 10. Provide applicants with information presented in accessible formats upon applicant need or request

- Task 10.1 Make the following disability aids available for applicants upon need or request:
1. Braille interpretation
 2. Large print type
 3. Telecommunications display device (TDD)
 4. Others as needed

Task 10 Deliverable
1) Provide disability aids as needed.

Task 11. Maintain applicant files. Record and report all activity and findings to STA and transit operators.

- Task 11.1 Provide STA and transit operators with monthly reports about application activity, applicant profile, and documentation of interviews and assessments.

Application activity reports will include the following information:

1. Number of applicants interviewed;
2. Results of functional assessments;
3. Number of determinations, by type:
 - a. Eligible
 - b. Conditionally eligible by condition
 - c. Temporarily eligible
 - d. Ineligible (new applicant)
 - e. Ineligible (recertification);
4. Number of applicants taking more than 10 business days to schedule an appointment with an explanation for why for each case;
5. Number of applicants for whom a determination has not been made within 21 days of assessment or receipt of simplified paperwork with an explanation for why in each case;

6. Average processing time, from completion of in-person interviews and assessment or receipt of simplified paperwork to the mailing of determination letters;
7. Any informational updates and suggestions for modifying, simplifying or improving the test procedures and results

Applicant profile reports will include the following information:

- 1) Applicant name;
- 2) New application or recertification;
- 3) Applicant ID number;
- 4) Applicant’s home address, mailing address (if different than home address), phone number(s) and email address;
- 5) Applicant’s emergency contact with phone number(s);
- 6) Date completed application received;
- 7) Date applicant interviewed and assessed;
- 8) Type of assessment;
- 9) Eligibility determination with conditional information as applicable;
- 10) Date of eligibility expiration;
- 11) Mobility device used, if any;
- 12) Size of wheelchair or scooter, if any, including dimensions and weight with applicant;
- 13) Personal care attendant, if any
- 14) Special customer needs or comments for the driver, if any
- 15) Disability code

Documentation of Assessments will include the following information:

- 1) Application form
- 2) Interview script
- 3) Functional assessment forms
- 4) Copy of determination letters

Task 11 Deliverable
1) Monthly reports on application activity, applicant profile, and documentation of interviews and assessments.

Task 12. Assist transit operators with local appeals process

- Task 12.1 In the event that an applicant appeals the ADA eligibility determination, contractor will provide local operators with information about the applicant and application and/or participate in the appeals process upon request from transit operator.

Task 12 Deliverable
1) Provide applicant information to transit operators for the appeal process and/or participate in the appeals process upon request.

Task 13. Compliance with all provisions of HIPAA

Task 13.1 Since contractor will have access to confidential personal and medical information about the applicant, the contractor must comply with all provisions of the Health Insurance Portability and Accountability Act.

Task 12 Deliverable
1) Compliance with all provisions of HIPAA

NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

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DATE: December 20, 2012
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

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

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2011-12 in the amount of \$196,092.37, due to reduced activities and expenditure reimbursement requests from member agencies. These funds are available for local agencies to claim, in addition to the FY 2012-13 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2012-13, STA received the allocation from the State Controller's Office the total amount of \$91,340 and has deducted \$2,740 for administrative costs. The remaining AVA fund balance after the first quarter disbursement to the member agencies is \$186,714. This amount includes the carryover funds from FY 2011-12 and will be disbursed in the second quarter utilizing the funding formula.

In December 2011, the City of Rio Vista opted to rejoin the Solano AVA program, but has not yet reported any abated vehicles or submitted request for expenditure reimbursements.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2012-13 and is compared to the total FY 2011-12 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2012-13 and FY 2011-12

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2012-13 and FY 2011-12**

Member Agency	FY 2012-13				FY 2011-12		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	18	3,006	167	69%	26	\$7,633	\$294
City of Dixon	39	2,544	65	39%	101	\$7,361	\$73
City of Fairfield	24	1,916	80	2%	1,114	\$26,067	\$23
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	22	14,632	665	18%	121	\$47,920	\$396
City of Vacaville	33	39,025	1,183	28%	117	\$50,263	\$430
City of Vallejo	484	36,389	75	37%	1,314	\$142,619	\$109
Solano County Unincorporated area	0	466	0	0%	56	\$8,021	\$143
Total	620	\$97,978	158	22%	2,849	\$289,884	\$102

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$186,714. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2012-13.



DATE: December 27, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Energy Chapter Climate Action Plan (ECCAP) Update

Background:

In 2011, Solano Transportation Authority (STA) assisted the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo in developing inventories of the emissions of Greenhouse Gases (GHGs). In late 2011, PG&E approached the STA regarding a program to assist local jurisdictions in developing Climate Action Plans (CAPs) related to energy production and use. STA and PG&E signed a funding agreement in April 2012, and STA retained AECOM as the consultant to help develop the Energy Chapter Climate Action Plans (ECCAPs).

In May 2012, STA and Solano County received a grant from the California Strategic Growth Council (SGC) to develop a CAP addressing those areas not covered by the ECCAP, and to develop a county-wide CAP Implementation Plan.

Discussion:

The Administrative Draft ECCAPs were provided to staff from the participating cities (Dixon, Fairfield, Rio Vista and Suisun City) in October, and were reviewed by and approved for public release by the City County Coordinating Council (4Cs) on November 8. Dixon held a Planning Commission review of its Draft ECCAP in November, and Suisun City, Fairfield and Rio Vista did so in early December. All 4 Planning Commissions recommended the Draft ECCAP be forwarded to their respective City Councils. This largely completes the ECCAP process, and meets PG&E's requirement that most work be completed in 2012.

The ECCAPs will not be subject to actual City Council hearings until late 2013, when the SGC non-energy CAPs and the countywide CAP implementation plans are completed. At that time, any ECCAP update will be prepared, and the complete CAP package will be available for Planning Commission and City Council review.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: December 20, 2012
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Public-Private Partnership Feasibility Study Update

Background:

Defining Public-Private Partnerships (P3)

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

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

Solano County P3 Feasibility Study Focus

For Solano County, this study's focus will be on developing and maintaining transit facilities of regional significance along the I-80 corridor through P3s. The intent is to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators. As capital needs are identified in both the Solano Coordinated Short Range Transportation Plan (SRTP) and the STA's Alternative Fuels Study, the STA proposes to study the potential for P3 agreements to accelerate the delivery of these capital projects and facilities.

Discussion:

On November 12, 2012, the STA entered into a contract with KPMG Consulting to deliver the P3 Feasibility study. During January 2013, KPMG staff and STA staff will kickoff the study through a number of introductory presentations:

- Jan 2nd, STA TAC
- Jan 9th, STA Board Meeting
- Jan 23rd, City Managers meeting
- Jan 30th, Joint Consortium and STA TAC meeting (in-depth discussion)

KPMG staff will cover the following topics as part of these presentations:

- Address the P3 Feasibility Study scope and approach;
- Define P3's and characteristics of agencies that would consider them;
- Address board objectives for the P3 feasibility study;
- Highlight opportunities associated with the Study's six (6) STA transit projects;
- Provide a programmatic overview of a P3 transaction;
- Cite two examples of relevant P3's (solar and parking); and
- Conclude with schedule milestones and commitment to deliver data driven and market tested findings.

Recommendation:

Informational.

Attachment:

- A. STA Stakeholders Kick-Off and Overview of Public-Private Partnership (P3) Feasibility Study, Powerpoint Presentation, 12-20-12 *Vq"dg'r tqxkf gf "wvf gt"ugr ctcvg"eqxgt0+

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DATE: December 19, 2012
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Local Project Delivery Update

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA’s Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission’s (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission’s (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency’s “Use it or lose it” project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional “allocation plans” that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list that details projects with programmed funding, which connects project fund sources to delivery deadline policies, and projects that have been completed in the last (Attachment A).

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2012-13 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1st of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

Projects currently programmed in the TIP, and those that are to be programmed as part of the OneBayArea Grant (OBAG) process will be required to follow MTC's tentative 2011 TIP revision schedule (Attachment C), until a 2013 TIP schedule is released. MTC intends to make corresponding changes to the draft 2013 TIP in tandem with Plan Bay Area, the region's long-range transportation and housing plan, and the revised 2013 TIP adoption schedule will align with this process.

Projects programmed in the STIP for FY 2012-13 are required to submit an allocation request to MTC and Caltrans Local Assistance. Projects programmed in the STIP must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next share period.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 12-19-2012
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-2008
- C. Tentative 2011 TIP Revision Schedule, 10-1-2012

Solano Transportation Authority (STA)

Project Delivery Update, 12-19-2012

Projects listed by agency, including known available funding by delivery phase noting total shortfall.
(In 1,000s)

Approved OBAG Projects (2012/13 to 2015/16)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)				Shortfall	Status	Next Steps
					Environmental	Design	Right-of-Way	Construction			
Benicia	TBD	East 2nd Street	OBAG STP (LS&R)	2015				\$ 390	\$ -	Concept	PS&E
Dixon	TBD	West A Street	OBAG STP (LS&R)	2015				\$ 461	\$ -	Concept	PS&E
Fairfield	TBD	Beck Avenue	OBAG STP (LS&R)	2015				\$ 1,122	\$ -	Concept	PS&E
Suisun City	TBD	Walters Road	OBAG STP (LS&R)	2014				\$ 280	\$ 114,700	Concept	PS&E
Vacaville	TBD	2014 Pavement Resurfacing	OBAG STP (LS&R)	2014				\$ 2,300	\$ -	Concept	PS&E
Solano County	FMS 5566	2013 Streets Overlay	OBAG STP (LS&R)	2013	\$ -	\$ -	\$ -	\$ 1,236	\$ -	PE	CON RFA Feb 2013
Vallejo	FMS	Vallejo Downtown Streetscape	OBAG STP (LS&R)/CMAQ	2013				\$ 885		PE	CON RFA March 2013
*GRAND TOTAL								\$ 6,674	\$ -		
\$6,674											

Total Available Project Funding (Prior Years to 2014/15)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)				Shortfall	Status	Next Steps
					Environmental	Design	Right-of-Way	Construction			
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	CON	Opening Jan 2013
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	PS&E
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	ROW
Dixon	SOL110024	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)/STIP	2013	\$ 50	\$ 60	\$ 70	\$ 5,920		ROW	CON
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 3,093	\$ 1,825	\$ 2,790	\$ 31,892	\$ -	ROW	CON
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2015	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	ROW	CON 2014
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	CON	Opening Jan 2013
Vacaville	SOL110009	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 12,100	PE	ROW
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ/STP (LS&R)	2013	\$ 664	\$ -	\$ -	\$ 5,980	\$ -	CON	
SolTrans	SOL050012	Vallejo Curtola Transit Center, Phase 1A	RM2	2014	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	ROW
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ 1,000	\$ -	\$ -	\$ 7,000		PE	ROW
WETA	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2013	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	ROW
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	ROW
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	ROW
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	ROW
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 88	\$ -	\$ 759		CON	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 21,036	\$ 26,525	\$ 73,264	\$ -	PE	ROW
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	Opening 2013
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	ROW
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	ROW
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP, Local TIF	2017	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	ROW	CON
STA	SOL110005	Jepson: LT Road from Vanden to Elmira	Future STIP, Local TIF	Future	\$ 1,387	\$ 539	\$ 1,016	\$ 8,269	\$ 28,789	PE	ROW
STA	SOL110006	Jepson: LT Road from Elmira to Orange	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 28,300	PE	ROW
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	ROW
STA	NAP010008	SR 12 (Jameson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	Opening 2014
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	Ongoing
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Ongoing
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	Ongoing
*GRAND TOTAL					\$ 58,100	\$ 53,524	\$ 58,770	\$ 373,597	\$ 401,559		
\$543,991											

* Total project funding exceeds 2013 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Recently Completed Projects (2010/11 and 2011/12)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)				Shortfall	Status	Next Steps
					Environmental	Design	Right-of-Way	Construction			
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400		Complete	Completed
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	Complete	Completed

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Completed
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	Complete	Completed
Fairfield	SOL110010	Various Streets Overlay (2011 STP LSR)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	Complete	Completed
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2012	\$ 11	\$ -	\$ -	\$ 115	\$ -	Complete	Completed
Rio Vista	SOL110022	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2012	\$ 147	\$ -	\$ -	\$ -	\$ -	Complete	Completed
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	Complete	Completed
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	Complete	Completed
Suisun City	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	Complete	Completed
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Complete	Completed
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	Complete	Completed
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	Complete	Completed
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000	\$ -	Complete	Completed
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777	\$ -	Complete	Completed
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Complete	Completed
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station, Phase A	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	Complete	Completed
*GRAND TOTAL					\$ 266	\$ 5,995	\$ 9,180	\$ 64,758	\$ -		
					\$80,199						

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of October 1, 2012

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2011 TIP Update	11-00	June 17, 2010	October 27, 2010	November 12, 2010	December 14, 2010	Approved	December 14, 2010
Amendment	11-03	October 29, 2010	December 15, 2010	December 29, 2010	December 30, 2010	Approved	December 30, 2010
Admin. Modification	11-01	November 18, 2010	January 4, 2011	January 6, 2011	N/A	Approved	January 6, 2011
Admin. Modification	11-02	December 30, 2010	February 17, 2011	February 18, 2011	N/A	Approved	February 18, 2011
Amendment	11-05	January 27, 2011	March 23, 2011	March 25, 2011	March 30, 2011	Approved	March 30, 2011
Amendment	11-06	March 31, 2011	May 25, 2011	June 8, 2011	July 13, 2011	Approved	July 13, 2011
Admin. Modification	11-04	April 28, 2011	May 2, 2011	May 2, 2011	N/A	Approved	May 2, 2011
Amendment (Transit Only)	11-07	April 28, 2011	June 22, 2011	July 25, 2011	August 9, 2011	Approved	August 9, 2011
Amendment	11-10	May 26, 2011	July 27, 2011	September 8, 2011	September 15, 2011	Approved	September 15, 2011
Admin. Modification	11-08	June 30, 2011	July 7, 2011	July 8, 2011	N/A	Approved	July 8, 2011
Amendment	11-09	July 1, 2011	July 27, 2011	August 17, 2011	N/A	Approved	August 17, 2011
Admin. Modification	11-11	July 3, 2011	August 4, 2011	August 8, 2011	N/A	Approved	August 8, 2011
Amendment	11-13	July 28, 2011	September 28, 2011	October 19, 2011	November 10, 2011	Approved	November 10, 2011
Admin. Modification	11-12	August 25, 2011	September 1, 2011	N/A	N/A	Approved	September 1, 2011
Admin. Modification	11-14	September 22, 2011	October 4, 2011	N/A	N/A	Approved	October 4, 2011
Amendment	11-16	September 29, 2011	November 16, 2011	November 30, 2011	December 7, 2011	Approved	December 7, 2011
Admin. Modification	11-15	November 1, 2011	November 21, 2011	N/A	N/A	Approved	November 21, 2011
Admin. Modification	11-17	December 1, 2011	January 9, 2012	N/A	N/A	Approved	January 9, 2012
Amendment	11-19	December 1, 2011	January 25, 2012	February 9, 2012	March 2, 2012	Approved	March 2, 2012
Admin. Modification	11-18	January 1, 2012	February 2, 2012	N/A	N/A	Approved	February 2, 2012
Admin. Modification	11-20	February 1, 2012	March 6, 2012	N/A	N/A	Approved	March 6, 2012
Amendment	11-22	February 1, 2012	March 28, 2012	April 17, 2012	May 1, 2012	Approved	May 1, 2012
Admin. Modification	11-21	March 1, 2012	March 15, 2012	N/A	N/A	Approved	March 15, 2012
Admin. Modification	11-23	April 1, 2012	May 1, 2012	N/A	N/A	Approved	May 1, 2012
Admin. Modification	11-24	April 1, 2012	June 1, 2012	N/A	N/A	Approved	June 1, 2012
Amendment	11-25	April 1, 2012	May 23, 2012	July 6, 2012	July 10, 2012	Approved	July 10, 2012
Admin. Modification	11-26	September 1, 2012	September 25, 2012	N/A	N/A	Approved	September 25, 2012
Admin. Modification	11-27	September 1, 2012	October 1, 2012	N/A	N/A	Approved	October 1, 2012
Amendment	11-28	September 1, 2012	September 26, 2012	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	Proposed	TBD
Amendment	11-31	November 1, 2012	December 19, 2012 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-29	November 30, 2012	December 20, 2012 (estimated)	N/A	N/A	TBD	TBD
Amendment (Transit Only)	11-33	December 1, 2012	January 23, 2013 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-30	January 1, 2013	January 31, 2013 (estimated)	N/A	N/A	TBD	TBD
Amendment	11-35	January 1, 2013	February 27, 2013 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-32	February 1, 2013	February 28, 2013 (estimated)	N/A	N/A	TBD	TBD
Admin. Modification	11-34	February 1, 2013	March 29, 2013 (estimated)	N/A	N/A	TBD	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf

Note: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed



DATE: December 19, 2012
TO: STA TAC
FROM: Sorel Klein, SNCI Assistant Program Manager
RE: Senate Bill (SB) 1339 – Regional Commuter Benefit

Background:

Transportation is the largest source of air pollution in the Bay Area. Reducing the growth in vehicle miles traveled is necessary to achieve the state's bold climate targets set by Assembly Bill (AB) 32 and Senate Bill (SB) 375. Senate Bill (SB) 1339 will enable the Bay Area region to meet this challenge. SB 1339 – Regional Commuter Benefit authorizes a four-year program to enable the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit requirement for employers with 50 or more full-time employees.

These employers will have the flexibility to offer their employees one of the following:

- Option 1: The option for employees to pay for their transit, vanpooling or bicycling expenses with pre-tax dollars, as allowed by federal law;
- Option 2: A transit or vanpool subsidy of at least \$75 per month;
- Option 3: A free shuttle or vanpool operated by or for the employer; or
- Option 4: An alternative program that provides similar benefits in reducing single-occupant vehicles.

SB 1339 proposes a Bay Area regional approach to involving employers in the effort to reduce greenhouse gas emissions from the transportation sector, reduce traffic congestion and improve air quality. SB 1339 is modeled on similar requirements adopted in the cities of San Francisco, Berkeley and Richmond, as well as the San Francisco International Airport.

In Bay Area cities where these policies are already in place, most employers have chosen the pre-tax option (Option 1). SB 1339 offers economic benefits to employer and employees. Employers can reduce payroll taxes (roughly 9 percent of subject wages), and employees can lower their commute costs by up to 40 percent.

SB 1339 authorizes the BAAQMD and MTC to adopt this new requirement on or after January 1, 2013. Once the policy is adopted, affected employers will have six months in which to comply. The two agencies are currently developing plans for drafting and implementing this requirement and will be seeking input from employers as part of this process.

The agencies are required to report to the Legislature in 2016 on the results of the program, including vehicle miles reduced and greenhouse gases reduced.

Discussion:

While the bill authorizes BAAQMD and MTC to adopt this policy on or after January 1, 2013, schedules for adoption are being considered at this time, and have not yet been finalized. Once the policy is adopted, affected businesses will have an additional six months to comply.

The policy will cover Bay Area businesses with an average of 50 or more full-time employees working at any location within the BAAQMD area. Solano County is in two Air Districts, the BAAQMD (Vallejo, Benicia and Fairfield) and the Yolo Solano Air Quality Management District (YSAQMD). YSAQMD is not required to implement the Regional Commute Benefit, but has expressed interest in adopting the policy as a voluntary measure for businesses with 50 or more full-time employees in its jurisdiction, which includes the northeast portion of Solano County, including Vacaville, Dixon, and Rio Vista.

As noted above, the policy offers employers a menu of options for compliance, including Option 1 where the employer is simply required to offer its employees the option to pay for their transportation benefit with pre-tax dollars. If no employees accept this offer, the employer will nevertheless be deemed in compliance with the measure as long as the employer makes a good-faith effort to inform the employees of the option. Typically, employer cost savings associated with lower payroll taxes outweigh any payroll adjustment costs.

While this situation meets the requirements of the legislation, it does not necessarily meet the intent of the Bill which is to reduce greenhouse gas emissions from the transportation sector, reduce traffic congestion and improve air quality. STA has been reviewing SB 1339 and see opportunities to support STA's goals to reduce congestion and improve air quality by developing a more specific Option 4 that would encourage the use of commute alternatives including carpooling and assist employers in Solano (and Napa) County to implement on-site transportation programs. The goal is to develop an Option 4 that will encourage more employees and their employees to participate and have a greater effect on greenhouse gas reduction than Options 1 or 2, and be more feasible to implement than Option 3.

There are an estimated 111 Solano employers with 50 or more employees in the implementation area (and 40 such employers in the YSAQMD area) that currently receive support and outreach from STA's Solano Napa Commuter Information (SNCI). Staff is currently gathering data to determine how many additional employers in Solano County will be affected. We plan to survey all the affected employers to determine what commute benefits are currently being offered and what options would work best for them. Staff will be seeking approval from the STA Board to develop a plan to implement Option 4.

This item will be brought back to the TAC and Board once more data is available.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Senate Bill No. 1339

Senate Bill No. 1339

CHAPTER 871

An act to add and repeal Section 65081 of the Government Code, relating to transportation.

[Approved by Governor September 30, 2012. Filed with Secretary of State September 30, 2012.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1339, Yee. Commute benefit policies.

Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.

This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.

The people of the State of California do enact as follows:

SECTION 1. Section 65081 is added to the Government Code, to read:

65081. (a) It is the intent of the Legislature to encourage metropolitan planning organizations and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, the Legislature hereby establishes a pilot program in that regard in the greater San Francisco Bay Area.

(b) Notwithstanding Section 40717.9 of the Health and Safety Code, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission with respect to the common area within their respective jurisdictions may jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the district and commission to offer all covered employees one of the following choices:

(1) A pretax option: a program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, or bicycle commuting, up to the maximum amount allowed by federal tax law.

(2) Employer-paid benefit: a program whereby the covered employer offers employees a subsidy to offset the monthly cost of commuting via public transit or by vanpool. In 2013, the subsidy shall be equal to either the monthly cost of commuting via transit or vanpool, or seventy-five dollars (\$75), whichever is lower. This amount shall be adjusted annually consistent with the California Consumer Price Index.

(3) Employer-provided transit: transportation furnished by the covered employer at no cost, or low cost as determined by the district or commission, to the covered employee in a vanpool or bus, or similar multipassenger vehicle operated by or for the employer.

(c) Nothing in this section shall prevent a covered employer from offering a more generous commuter benefit that is otherwise consistent with the requirements of the applicable commute benefit ordinance. Nothing in this section shall require employees to change their behavior.

(d) An employer offering, or proposing to offer, an alternative commuter benefit on the employer's own initiative, or an employer otherwise required to offer an alternative commuter benefit as a condition of a lease, original building permit, or other similar requirement, if the alternative is not one of the options identified in subdivision (b), may seek approval of the alternative from the district or commission. The district or commission may approve an alternative if it determines that the alternative provides at least the same benefit in terms of reducing single-occupant vehicle trips as any of the options in subdivision (b). An employer that offers an approved alternative to covered employees in a manner otherwise consistent with this section is not required to offer one of the options in subdivision (b).

(e) The commute benefit ordinance shall provide covered employers with at least six months to comply after the ordinance is adopted.

(f) An employer that participates in or is represented by a transportation management association that provides the employer's covered employees with any of the benefits in subdivision (b), or an alternative benefit determined by the district or commission pursuant to subdivision (d) to provide at least the same benefit in terms of reducing single-occupant vehicle trips as any of the options in subdivision (b), shall be deemed in compliance with the regional ordinance, and the transportation management association may act on behalf of those employers in that regard. The district or commission shall communicate directly with the transportation management association, rather than the participating employers, to determine compliance with the ordinance.

(g) A commute benefit ordinance adopted pursuant to this section shall specify all of the following: (1) how the implementing agencies will inform covered employers about the ordinance, (2) how compliance with the ordinance will be demonstrated, (3) the procedures for proposing and the

criteria that will be used to evaluate an alternative commuter benefit pursuant to subdivision (d), and (4) any consequences for noncompliance.

(h) Nothing in this section shall limit or restrict the statutory or regulatory authority of the commission or district.

(i) On or before July 1, 2016, if the commission and district implement a commute benefit ordinance as provided under this section, the two agencies shall jointly submit a report to the transportation policy committees of each house of the Legislature that includes, but is not limited to, the following elements:

(1) A description of the program, including enforcement procedures and any sanctions imposed.

(2) Number of employers complying with the ordinance that did not previously offer a commute benefit consistent with those required by the ordinance.

(3) Number of employees who stopped driving alone to work in order to take transit or a vanpool, or to commute by bicycle, as a result of the commute benefit ordinance.

(4) Number of single-occupant vehicle trips reduced per month, week, or day as a result of the commute benefit ordinance.

(5) Vehicle miles traveled (VMT) and greenhouse gas emission reductions associated with implementation of the commute benefit ordinance.

(6) Greenhouse gas emission reductions associated with implementation of the commute benefit ordinance as a percentage of the region's greenhouse gas emission target established by the State Air Resources Board.

(j) The commission shall not use federal planning funds in the implementation of the commute benefit ordinance.

(k) As used in this section, the following terms have the following meanings:

(1) "Covered employer" means any employer for which an average of 50 or more employees per week perform work for compensation within the area where the ordinance adopted pursuant to this section operates. In determining the number of employees performing work for an employer during a given week, only employees performing work on a full-time basis shall be counted.

(2) "Covered employee" means an employee who performed at least an average of 20 hours of work per week within the previous calendar month within the area where the ordinance adopted pursuant to this section operates.

(3) "District" means the Bay Area Air Quality Management District.

(4) "Commission" means the Metropolitan Transportation Commission.

(l) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

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DATE: December 19, 2012
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
5.	Environmental Enhancement and Mitigation Program*	\$10 Million	January 4, 2013
6.	Recreational Trails Program*	\$5.3 Million	January 9, 2013
7.	Bicycle Transportation Account 2013-14*	~\$7.2M (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
Federal			
8.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	\$13 Million	Estimated due date: March 2013
9.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	\$1.88 Million	Estimated due date: March 2013
10.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	\$1.43 Million	Estimated due date: March 2013

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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

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

State Grants						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency (916) 653-2812 eemcoordinator@resources.ca.gov	Due On 01/04/13	Approx. \$10M statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	<p>Eligible Project Categories:</p> <p>Highway Landscaping and Urban Forestry Projects are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p>Resource Lands -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.</p> <p>Roadside Recreation Projects provide for the acquisition and/or development of roadside recreational opportunities.</p> <p>Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p>http://resources.ca.gov/eem/</p>
Recreation Trails Program	Natalie Bee (916) 653-7423 nbee@parks.ca.gov California State Parks Office of Grants and Local Services P.O. Box 942896 Sacramento, CA 94296-0001	Due on 01/09/13	Approx. \$5.3M Statewide; No max. grant request	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division. http://www.parks.ca.gov/?Page_id=24324	N/A	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Acquisition of easements for Recreational Trail. (must involve a willing seller) • Development and Rehabilitation of trails • Construction of new trails <p>http://www.parks.ca.gov/pages/1008/files/rtp_guide_final_2008.pdf</p>

Bicycle Transportation Account 2013-14	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated February 27, 2013	Approx. \$7.2M Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act , projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2 . The BTP must be approved by the local agency's Regional Transportation Planning Agency. http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm	N/A	<p>Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:</p> <ul style="list-style-type: none"> • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuters • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways • Project planning • Preliminary engineering • Final design • Right of way acquisition • Construction engineering • Construction and/or rehabilitation <p>Consideration shall be given to the relative cost effectiveness of proposed projects.</p>
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Federal Grants						
FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$13 Million	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$1.88 Million	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$1.43 Million	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).



DATE: December 27, 2012
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Highlights of December 12, 2012

This report will be provided under separate cover.

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DATE: December 20, 2012
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached are the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

- A. Draft Bicycle Advisory Committee (BAC) Meeting Minutes of September 6, 2012
- B. Draft Pedestrian Advisory Committee (PAC) Meeting Minutes of September 20, 2012
- C. Draft Paratransit Coordinating Council (PCC) Meeting Minutes of November 15, 2012
- D. Draft Safe Routes to School (SR2S) Meeting Minutes of November 28, 2012

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Solano Transportation Authority

**Bicycle Advisory Committee (BAC)
Draft Meeting Minutes of
Thursday, November 1, 2012
6:30 – 8:00 p.m.**

Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Posey called the meeting to order at approximately 6:30 p.m.

MEMBERS

PRESENT:

Ray Posey, Chair	City of Vacaville
Michael Segala, Vice Chair	County of Solano
Jim Fisk	City of Dixon
Nancy Lund	City of Benicia
Larry Mork	City of Rio Vista
David Pyle	City of Fairfield
Mick Weninger	City of Vallejo
Barbara Wood	Member at Large

MEMBERS

ABSENT:

Jane Day	City of Suisun City
	City of Suisun City

STAFF

PRESENT:

Robert Guerrero	STA, Senior Planner
Sara Woo	STA, Associate Planner
Nancy Abruzzo	STA, Administrative Assistant I

ALSO

PRESENT:

In Alphabetical Order by Agency:

Garland Wong	City of Fairfield, Public Works
James Loomis	City of Vacaville, Public Works
Edd Alberto	City of Vallejo, Public Works
Nick Burton	County of Solano, Public Works
Alvina Sheeley	Member of the Public, Fairfield
Rob Powell	Member of the Public, Vallejo

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Vice Chair Segala, and a second by Member Fisk, the BAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Member Fisk thanked the Safe Routes to School (SR2S) staff for being so accommodating with their van. The SR2S staff made their van available for the Kids Fest in Vacaville and the Ticket Kid Mountain Biking event that's been held for the last two years at Rockville Park.

Member Lund mentioned a member of the Benicia Cyclist Club was recently riding his bike down a steep hill in Contra Costa County and ran into a flock of wild turkeys. The cyclist sustained major injuries and was taken to the hospital; unfortunately, he passed away.

Sara Woo reminded the committee about the upcoming STA Annual Awards to be held at the Dixon Fairgrounds on November 14, 2012. Ms. Woo noted that the invitation had been sent via email and guests were asked to RSVP.

Alvina Sheeley, member of the public, stated that she was recently riding her three-wheeler bike in her neighborhood in Fairfield and had to ride her bike on the shoulder of the roadway due to debris on the sidewalk. Ms. Sheeley noted that suddenly a car came along and yelled at her to get off the road. She noted the area between Holy Spirit Church and the Solano County Courthouse is a very dangerous area for cyclists and requested that the City look at this area for safety reasons. Garland Wong, City of Fairfield addressed Ms. Sheeley's question and stated that North Texas Street is an area that is identified for a bike route in the new Bike Plan. Mr. Wong will also check the sidewalk for debris and have it cleaned up.

V. APPROVAL OF MEETING MINUTES OF SEPTEMBER 6, 2012

On a motion by Member Lund, and a Second by Member Fisk, the BAC meeting minutes of September 6, 2012 were unanimously approved with the recommendation to correct the meeting minutes to read:

Barbara Wood, **County of Solano** instead of Barbara Wood, **Member at Large**

VI. PRESENTATIONS

A. Follow up on Public Comments for SR12 and SR37 Bicycle Facility Maintenance

Sara Woo provided a follow up on public comment for SR12 and SR37 bicycle facility maintenance. Ms. Woo mentioned both paths both had complaints. Ms. Woo visited both of these areas and stated she will be working with the Caltrans Community Development Director on the I-80 path and the City of Vallejo staff regarding the SR37 path accessibility. Edd Alberto, City of Vallejo stated that he spoke with their maintenance superintendent and he said the gate blocking the path suddenly appeared. Mr. Alberto commented that Vallejo Sanitation and Flood Control is the agency that installed the gate. He plans to contact them and request the locked gate be opened to provide public access.

B. Member Agency Project Updates

Nick Burton, Solano County stated Vaca Dixon Phase A first five miles is under construction. Mr. Burton noted the county did not receive BTA funds for the last three miles of the project and presently investigating why the funds were not received. Another project on the radar is the widening of Putah Creek Road. Mr. Burton stated that he has been in contact with Jim Antone, Yolo Solano Air Quality Management District and Mr. Antone indicated that the route from Putah Creek Road to Stevenson Bridge to Winters Road could potentially be used as a commuter route. Mr. Burton stated this is at the conceptual stage and no funding has not

been identified as yet. He announced to the committee members that he was available to take any concerns about Putah Creek Road that need to be addressed.

Edd Alberto, City of Vallejo mentioned that the City of Vallejo is working on their Complete Streets policy in the form of a draft that will go to the Planning Commission and then to City Council meeting for adoption on November 13, 2012. He also mentioned the city has a planning grant to do a Sonoma Blvd. corridor design study. In coordination to this grant the city applied for a highway safety improvement grant to help implement pieces of the corridor plan. The city was awarded approximately \$40,000 that will assist them with adding a road diet with bike lanes on Sonoma Blvd. between Georgia Street and Florida Street. Another item Mr. Alberto addressed was the angle parking public request on Georgia Street between Sonoma Blvd. and Sutter Street. He further commented that angle parking would eliminate bike lanes on Georgia Street. After researching a street in Pismo Beach with angle parking in the center of the street, the city is looking at the same concept for Georgia Street. Presently, the city is doing a Traffic Study for the City Park area which is Sacramento Street from Tennessee Street to Florida Street. The city is trying to get a road diet for that section to add bike lanes in this area which hopefully spurs future road diet for the other side of Tennessee Street. Mr. Alberto mentioned to the committee if they had any questions, concerns or comments to funnel them through Sara Woo and she would forward them to him. The committee members and staff continued with discussion about the Georgia Street angle parking project.

VII. INFORMATION ITEMS

A. Jepson Parkway Concept Plan Bicycle Facilities

Robert Guerrero provided an overview of the Jepson Parkway Concept Plan. Mr. Guerrero explained that the STA was looking to create a multi-modal corridor which linked land use with transportation as part of the Jepson Parkway project. Mr. Guerrero further explained that the plan is currently being updated by the STA to highlight current planned and completed projects, in addition to any land use changes that have resulted since 2000. In addition, staff will be looking at gateways, some of the landscapes types between the corridors and some of the signage making sure county bicycle signs are incorporated. Elected officials on the STA's Alternative Modes Committee asked STA staff to engage the Bicycle Advisory Committee and get the committees' opinion on what is missing in terms of facility improvements,

B. Solano County Bicycle and Pedestrian Wayfinding Signage and Markings System

STA staff will begin work to develop a Solano County Bicycle and Pedestrian Wayfinding Signage Markings Plan based on meetings and feedback from the BAC, PAC and TAC this month with a draft for review at the January 3, 2012 BAC meeting.

C. Complete Streets Checklist Review for CMAQ and STP Projects

Sara Woo, STA staff reviewed the Complete Streets Checklist for CMAQ and STP Projects. Ms. Woo noted the STP and CMAQ call for project deadlines were on Friday, August 10, 2012 and Wednesday, August 22, 2012, respectively. She explained that the Complete Streets Checklist is required from the cities when they submit applications for projects to be considered for funding.

D. STA Website Bicycle Page Review

Ms. Woo briefly reviewed the STA website page and discussed the contents with the BAC members. Ms. Woo noted this item is intended to call the BAC members' attention to the STA website bicycle page. At the next BAC meeting, STA staff plans to have a more interactive discussion using a projector to view what the web page looks like and what the links connect to. Ms. Woo stated that staff wanted to get some feedback from the BAC on ways in making this page more engaging and useful to a cyclist.

E. Membership

Sara Woo addressed the BAC membership item and mentioned there are three BAC members whose term will expire on December 31, 2012. The three jurisdictions are City of Rio Vista, Larry Mork; Solano County, Mike Segala and member-at large, Barbara Wood. Larry Mork has decided not to serve another term.

F. Schedule for Calendar Year 2013

Sara Woo, STA staff briefly discussed the BAC schedule for 2013. Ms. Woo reminded the BAC that they meet on the first Thursday of each odd numbered month at 6:30 PM.

G. BAC 2013 Overall Work Plan

Sara Woo, STA staff informed the members that the staff will review the plan at the next meeting in January 2013. In preparation for the upcoming discussion, Ms. Woo asked the committee members to give some thought into what the BAC would like to work on next year and what the committee has accomplished. Ms. Woo thanked the committee members for all their involvement especially with Bike to Work Day.

VIII. INFORMATION ITEMS – NO DISCUSSION

Funding Opportunities

A list of funding opportunities that will be available to STA agencies during the next few months was provided. An additional attachment was included providing further details for each program.

IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPIC

Committee Member Comment:

- Vice Chair Segala presented information about Solano County receiving \$2,000,000 for two safety projects.

Future Agenda Topics:

- Bike Wayfinding Signage Plan
- Bikelinks Update
- Priority Projects

X. ADJOURNMENT

The meeting was adjourned at approximately 8:05 p.m. The next BAC meeting is scheduled on Thursday, January 3, 2013.

Minutes prepared by STA staff, Nancy Abruzzo, (707) 399-3214, nabruzzo@sta-snci.com



Solano Transportation Authority

**Pedestrian Advisory Committee (PAC)
Draft Meeting Minutes of
September 20, 2012
6:00 – 7:30 p.m.**

STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Williams called the meeting to order at 6:00 p.m.

MEMBERS PRESENT:

Larry Mork, Vice Chair	City of Rio Vista
Lynn Williams, Chair	City of Vallejo
Bil Paul	City of Dixon
Betty Livingston	City of Fairfield
Allan Deal	Member at Large

MEMBERS ABSENT:

Mike Hudson	City of Suisun
Thomas Kiernan	County of Solano
Joel Brick	City of Vacaville
Maureen Gaffney	San Francisco Bay Trail
Frank Morris	Solano Land Trust
Brian Travis	Tri-City and County Cooperative Planning Group
Carol Day	Ridge Trail Representative

STAFF PRESENT

Bob Macaulay	STA, Director of Planning
Sara Woo	STA, Associate Planner
Nancy Abruzzo	STA Administrative Assistant

ALSO PRESENT:

In Alphabetical Order by Agency:
Alvina Sheeley Public Member, Fairfield

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Paul and a second by Member Mork, the PAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF:

On a motion by Member Mork and a second by Member Deal, the PAC unanimously approved the minutes of June 21, 2012.

Recommendation:

Approve the STA PAC Meeting Minutes of June 21, 2012.

VI. PRESENTATIONS

A. Pedestrian Priority Projects Tour Recap

Sara Woo reviewed the Pedestrian Priority Projects tours. She stated that Larry Mork and Member Deal were in attendance. Ms. Woo noted that the public works and planning staff members of each agency provided informative presentations. The projects viewed on the tour have been carried over to the next process, OBAG priority funding recommendations.

Member Mork emphasized the importance of having the opportunity to personally attend these project tours is vital for the committee members. Hearing about the projects and seeing pictures can't compare to actually visiting the projects and meeting with the engineers and planning staff connected to these projects. Member Mork and Member Deal both agreed the knowledge you gain from attending these project tours is extremely beneficial as a PAC member and noted they would like to see the tours continue. Member Mork concluded by suggesting a longer lead time in scheduling the tours enabling more committee members to attend.

B. Dixon West B Street Bicycle and Pedestrian Undercrossing Project Status Report

Sara Woo, STA explained that she would be presenting this item in lieu of Jessica McCabe, STA staff since she was unable to attend the meeting.

Ms. Woo provided a handout of the West B Street Pedestrian Undercrossing project. The handout provided a full overview summary of projects to improve mobility and safety in Dixon around the railroad tracks and to improve that area of the downtown. She explained that the project is located between N. Jackson Street and N. Jefferson Street near Dixon's downtown, Anderson Elementary School and adjacent residential areas. She further explained that pedestrians and bicyclists cross the railroad tracks on a daily basis; majority of users are school children that cross the railroad tracks twice per day.

Ms. Woo commented that STA has partnered with the City of Dixon to advance this project by 2013. The plan is to begin construction on this project by December 2012. She noted that the environmental documents are complete and the design is 100% complete; the project's cost is estimated at \$6,700,000 and is fully funded at this point.

Member Paul addressed the City of Dixon's count for individuals crossing the tracks on a daily basis. He commented that his opinion was that the numbers quoted by the Dixon officials were high and to verify these numbers he decided to sit at this sight one school day and watched and counted the number of crossings. Member Paul stated that at the end of this event he felt the numbers being used were twice the reality. He questioned the source of these numbers. Bob Macaulay, STA responded that staff would follow up and confirm the source of these numbers that are listed in the planning documents and report back to the committee.

VII. ACTION ITEMS

A. OneBayArea Grant (OBAG) Public Outreach Project

Robert Macaulay, STA presented the OneBayArea Grant (OBAG) Public Outreach Project. He stated that due to MTC's additional public outreach requirements a public input meeting was held on September 12, 2012. He noted that the meeting was designed to allow each of the advisory committees to make a presentation to the STA Board regarding their priorities for OBAG priority projects. He explained that members of the general public were also invited to attend and speak on their priorities. Mr. Macaulay noted that the STA Board is expected to discuss the selection of projects and programs at their meeting in October of 2012 and January 2013.

Member Williams questioned the funding amounts and asked where OBAG was in all of this funding. Mr. Macaulay explained that the \$7.6 million are a portion of the total OBAG funds designated for Solano County. He further stated that over the four year cycle Solano County is scheduled to receive 18.8 million.

Mr. Macaulay invited the committee members to discuss and identify the priority projects they felt should be recommended to potentially receive OBAG CMAQ funding. After a detailed discussion the selected projects the committee recommended were Vallejo Downtown Streetscape Improvements (Tier 1, project 2) recommended by Member Williams and Member Mork, Fairfield West Texas Street Gateway (Tier 2, project 1), Benicia First Street Streetscape (Tier 2, project 3) recommended by Member Deal and Rio Vista Sacramento River Waterfront (Tier 2, project 5) recommended by Member Mork.

Member Mork made a motion to approve the selected priority projects to potentially receive OneBayArea Grant (OBAG) funding with a second from Member Deal.

C. Safe Routes to School (SR2S) Advisory Committee Appointment

Sara Woo, STA presented the SR2S agenda item. Ms. Woo explained the Safe Routes to School Advisory Committee is responsible for guiding the STA's Safe Routes to School Program and recommending projects and programs for funding countywide to the STA Board. It consists of elected officials and representatives of the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC).

She noted that the 2012 representative appointed by the PAC Chair and consensus of the committee is Mike Hudson. Mr. Hudson has not been attending meetings and has not expressed his interest in appointing an alternate to participate as the PAC representative to the SR2S Advisory Committee.

Danelle Carey, STA, SR2S Program Coordinator has asked that this item be brought to the Pedestrian Advisory Committee's attention for the Chair to consider if she would like to take on the role as SR2S representative or request a volunteer from the committee.

Chair Williams stated she will volunteer herself to act as Mike Hudson's alternate as the SR2S representative until as such time we are able to determine Mr. Hudson's future involvement with the committee.

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Countywide Bicycle and Pedestrian Wayfinding Signage and Marketing System

Sara Woo, STA staff provided an update on the Solano Countywide Bicycle and Pedestrian Wayfinding Signage and Marketing System. She stated that on September 12, 2012, the STA Board approved the Request for Qualifications for a company to fabricate bike route signs for \$15,000 in Transportation Development Act (TDA) Article 3 funds. She commented that upon selection of a qualified sign fabrication company, STA staff will have the signs delivered to appropriate agencies with routes in need of signage. Ms. Woo explained that approximately 50 signs will be fabricated and installed throughout Solano County.

B. Complete Streets Checklist Review for CMAQ and STP Projects

Sara Woo, STA staff noted that the Complete Streets Checklist is required from the cities when they submit applications for projects to be considered for funding. Ms. Woo explained that the checklist asks questions in a survey format of the city staff which are usually public works and planning staff. The purpose of the complete streets checklist is to allow for a thoughtful planning process that considers the needs of all users of a roadway. She noted that checklists were filled out for each project that was submitted for the OBAG process. She commented that the checklists are made available online for the Pedestrian Advisory Committee and the general public to review and if there are any questions or concerns regarding these project checklists, Sara Woo would be the staff liaison to contact.

C. PAC Membership Status

Sara Woo, STA staff reviewed the PAC membership status. Ms. Woo noted that the only person whose term will be expiring at the end of this calendar year is Brian Travis with the Tri City and County Cooperative Planning Group. She stated there are three groups that have vacant positions; City of Benicia, Solano County Agriculture Commission and the Solano Community College and the City of Vacaville will also be replacing Joel Brick with a new representative. Ms. Woo reminded the committee members to be respectful of fellow committee members that have scheduled time to attend PAC meetings.

Committee member Mork raised concerns about those groups in violation of nonattendance. Mr. Mork questioned if action should be taken to contact these groups and request consideration of a new group representative be appointed. Ms. Woo noted that the PAC by-laws state that after three missed meetings the committee member should be looked at for replacement for someone who can attend regular meetings. Bob Macaulay, STA staff suggested a running attendance tally can be maintained by staff and be incorporated as a staff report in future PAC packets. Mr. Macaulay further stated that for the next few meetings the attendance report will be a recurring item in the PAC packet documenting membership status and recruitment.

IX. INFORMATIONAL ITEMS – NO DISCUSSION

A. Funding Opportunities

No discussion.

X. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Committee members resumed discussion about the OBAG Public Outreach meeting that was held on September 12, 2012.

Future agenda topics:

- Bicycle and Pedestrian Wayfinding Signage and Markings System Status Update
- Bicycle and Pedestrian Data Collection Report
- OBAG Project Funding
- City of Dixon's Count for Individuals Crossing the Railroad Tracks (Source)
- Membership Status

XI. ADJOURNMENT

The meeting was adjourned at 7:20 p.m. The next meeting of the STA PAC is currently scheduled for December 20, 2012.

Minutes prepared by STA staff, Nancy Abruzzo (707) 624-6075, nabruzzo@sta-snci.com

DRAFT

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Draft Minutes for the meeting of November 15, 2012

I. CALL TO ORDER

PCC Member James Williams, called the meeting to order at 1:40 p.m. in the Joseph Room in the John F. Kennedy Library.

Voting Members Present: *In Alphabetical Order by Last Name*

Richard Burnett	MTC PAC Representative
Rachel Ford	Social Service Provider
Judy Nash	Public Agency – Education
Edith Thomas	Social Service Provider
Kurt Wellner	Transit User
James Williams	Member at Large

Voting Members Not Present: *In Alphabetical Order by Last Name*

Kyrre Helmersen	Transit User
Shannon Nelson	Vice-Chair, Member at Large
Alicia Roundtree	Chair, Social Service Provider
Shirley Stacy	Transit User

Also Present: *In Alphabetical Order by Last Name*

Angel Anderson	SolTrans
Diane Feinstein	City of Fairfield
Johnny Giri	Yellow Cab
Ruby Giri	Yellow Cab
Olivia Gomez	Benicia Resident
Sheila Jones	STA
Janet Koster	City of Dixon
Puar Kumer	Veterans Cab
Dorothy Kwikenk	Benicia Resident
Molly Leavitt	Resident
Wayne Lewis	City of Fairfield/FAST
Phil McGuire	Innovative Paradigms
Liz Niedziela	STA
Anne Payne	Area Agency on Aging
Sofia Recalde	STA
Elizabeth Richards	Elizabeth Richards Consulting
Elizabeth Romero	SolTrans
Susan Rotchy	Independent Living Resources
Debbie Whitbeck	City of Fairfield/FAST

II. APPROVAL OF AGENDA

On a motion by Richard Burnett and a second by Rachel Ford, the PCC unanimously approved the November 15, 2012 Agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL COMMITTEE.

Liz Niedziela introduced Sofia Recalde, the new STA Transit Mobility Coordinator.

V. PRESENTATIONS

Anne Payne provided a presentation on the Area Agency on Aging program and its criteria, in which clients must be over the age of 60, residing in Vallejo, and traveling within Vallejo city limits.

Elizabeth Romero provided her presentation on SolTrans' No Show Paratransit Policy. She defined the term "no show" and provided an overview of the current statistics for "no shows". She proposed that the development of the new policy will be in line with recent FTA findings, the paratransit community's needs and input, and the agency's resources.

Phil McGuire provided a presentation on the status of the Mobility Management Plan. He cited the functions of the plan, highlighting the Countywide ADA In-Person Eligibility, the One Stop Transportation Traveler Call Center and the Travel Training concepts.

VI. CONSENT CALENDAR

On a motion by Richard Burnett and second by Rachel Ford, the PCC approved Consent Calendar Item A, Minutes of the PCC Meeting of September 20, 2012.

VII. ACTION ITEMS

A. TDA Claim for City of Fairfield

Recommendation:

Review and forward a recommendation to MTC to approve the City of Fairfield's FY 2012-13 TDA Claim for \$5,580,591 for operating and \$200,000 for transit capital.

Liz Niedziela provided an overview of the Travel Development (TDA) Act for the City of Fairfield. She stated that the law applies a one-quarter cent tax on retail within each county and this funding is used for transit purposes.

On a motion by Richard Burnett and a second by Judy Nash, the PCC unanimously approved the recommendation.

B. 2013 PCC Draft Outreach Plan

Recommendation:

Forward a recommendation to the STA Board to approve the 2013 Paratransit Coordinating Council Draft Outreach Plan.

Sofia Recalde provided an overview of the 2013 PCC Draft Outreach Plan. She stated that the purpose of this plan is to promote awareness of the Paratransit Coordinating Council, its function, purpose and to encourage people with disabilities, seniors, the economically disadvantaged and transit dependents to take advantage of the opportunity to provide comments on the transportation system.

James Williams requested that the meeting be advertised in the opinion page as a press release in the paper in the city that is hosting the PCC meeting.

On a motion by Rachel Ford and a second by Edith Thomas, the PCC unanimously approved the recommendation.

C. 2013 PCC Draft Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the 2013 Draft Paratransit Coordinating Council Work Plan.

Sofia Recalde provided an overview of the 2013 PCC Draft Work Plan. She added that the next 5310 funding cycle will be announced shortly and that a subcommittee will be put together in January to be responsible for scoring the applications and interviewing the grant applicants. She asked that interested members contact Liz Niedziela. James Williams volunteered as an alternate. Edith Thomas and Richard Burnett also volunteered to sit on the subcommittee.

On a motion by Rachel Ford and a second by Judy Nash, the PCC unanimously approved the recommendation.

D. PCC Membership Status and Appointments

Recommendation:

Forward a recommendation to the STA Board to reappoint Richard Burnett and Jim Williams to the Paratransit Coordinating Council for an additional three year term.

Sofia Recalde stated that the recommendation to reappoint Kurt Wellner to the PCC was approved by the STA Board on September 12, 2012. She announced that James Williams and Richard Burnett will be completing their 3 year terms in January 2013 and have both agreed on reappointments.

On a motion by Edith Thomas and a second by Judy Nash, the PCC unanimously approved the recommendation.

VIII. INFORMATIONAL ITEMS

A. Solano Transportation Authority's (STA) Transit Studies Update

Due to time constraints this item will be addressed at the next meeting.

IX. INFORMATIONAL ITEMS (No Discussion)

A. 2013 PCC Meetings and Locations

Due to time constraints this item will be addressed at the next meeting.

X. TRANSIT OPERATOR UPDATES

Fairfield and Suisun Transit: Wayne Lewis provided an overview of ridership numbers. He stated that the ridership reached a million passengers this year. He announced that FAST has revised all their local routes and that rides are free December 17th thru the 29th. He concluded that by December 3rd the new brochures should be ready by December 3rd.

Dixon Readi-Ride: None

SolTrans: Angel Anderson announced that Soltrans will be selling a special 2\$ shuttle passes for Thanksgiving Night to Black Friday morning.

Vacaville City Coach: Brian McLean provided a handout regarding ridership for October 2012.

XI. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

Rachel Ford announced that a crisis stabilization center is opened on November 5th and is available to persons that are in need of chronic mental health attention located at 2101 Courage Drive and that they can be contacted at (707) 428 1131.

XII. ADJOURNMENT

The meeting adjourned at 3:30 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, January 17, 2013 in the Suisun City Hall Council Chambers.**

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
DRAFT Meeting minutes of
November 28, 2012

I. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 2:12 p.m. in the Suisun City Hall Council Chambers.

SR2S-AC Members Present:	Garland Wong	City of Fairfield, Traffic Engineering
	Robin Cox	Solano County Dept. of Public Health
	Jim Antone	Yolo-Solano Air Quality Management District
	Mike Segala	Chair/Bicycle Advisory Committee
	Jay Speck	Solano County Office of Education
	Tim Mattos	City of Suisun City Police Dept.
	Scott Przekurat	Benicia Police Traffic Unit
	Jeff Knowles	Vice Chair/City of Vacaville, Public Works
	Mel Jordan	Assistant Superintendent, Vallejo USD
STA Staff Present:	Judy Leaks	STA
	Danelle Carey	STA
	Sheila Jones	STA
Others Present:	Rodney Nelson	Fairfield-Suisun Unified School District
	Casey Hildreth	Alta Planning & Design
	Leigh Coop	Vacaville Unified School District
	Edd Alberto	City of Vallejo
	Tracy Nachand	Solano County Dept. of Public Health
SR2S-AC Members absent:	Mike Hudson	Pedestrian Advisory Committee Rep.

II. APPROVAL OF AGENDA: NOVEMBER 28, 2012

With a motion from Mel Jordan and a second from Jeff Knowles, the SR2S-AC unanimously approved the agenda.

III. APPROVAL OF MEETING MINUTES FROM AUGUST 15, 2012

With a motion from Jeff Knowles and a second from Jay Speck, the SR2S-AC unanimously approved the August 15, 2012 meeting minutes.

IV. INFORMATION ITEMS**A. SR2S Program Update**

Judy Leaks announced that student and parent tallies and surveys were conducted in October and 23 surveys were collected from those schools. She stated that 131 students participated in bike rodeos and 1,770 students participated in the four safety assemblies. She announced that throughout all 19 events, 108 helmets were distributed. She stated that nearly 3,300 students were reached through the encouragement events. She highlighted the crossing guard manual and plans to propose implementation of a cross guard training program to the committee in the future.

Tracy Nachand announced that currently there are 5 walking school buses in operation at four different schools. He stated that part of the funding for this program will be used to compensate

the new STA Walking School Bus Coordinators. Judy Leaks stated that tracking of the students will be incorporated into this plan to determine the effectiveness of the program.

Danelle Carey announced that October 2012 was International Walk to School Month. She stated that on October 3, 2012, Solano County and 14 schools observed International Walk to School Month. She announced that 3,646 students, community leaders, County Supervisor Jim Sperring, other elected officials participated.

Jay Speck commented that the school principals need to be notified when an event occurs especially when elected officials plan to attend or participate.

Robin Cox commented how beneficial it is meeting with superintendents from schools and hopes to strengthen that bond.

B. SR2S Mapping and Plan Update

Mr. Hildreth provided an update on the SR2S Mapping and Plan. He highlighted the 6 “E’s” the SR2S as Engineering, Education, Enforcement, Encouragement, Evaluation and Engagement. He highlighted the 4 goals of the program goal #1 as improving the health of Solano County children by focusing attention on and increasing the act of travel to schools, goal #2 is to ensure school travel routes are accommodating safe and complete for all modes, goal #3 is to support sustainable communities by reducing school related traffic congestion, air pollution and BMT and the goal #4 is to develop a long term safe routes to school program. He stated that the intended audience would be the SR2S Advisory Committee, local task forces and STA staff to use as a resource for time management and funding.

Jeff Knowles commented that one of the goals and objectives was to increase the fitness levels of students and hopes to see more targets in the program that are tied to that concept. He highlighted safety aspects and commented that the most Vacaville collisions occur between 3 and 4 o’clock and requested more data and safety graphics in the report.

Mike Segala announced that the deadline for the feedback on the grant plan is December 10, at 5:00 p.m.

C. Overall Workplan

Judy Leaks provided information regarding events and public health relations. She stated that additional funding came through for the walking school bus grant. She announced that Danelle Carey is currently working full-time on this program but with additional funding STA will be hiring two limited term part-time walking school bus program coordinators to work 16 hours per week and interviews are to be held on December 11th.

Casey Hildreth noted that the new coordinators will be trained on the Google mapping tool to help organize walking school buses.

D. Membership Status

Mike Segala discussed the importance of the Safe Routes to School, Pedestrian, and Bicycle Advisory Committees in terms of safety and the credibility is extremely high to the STA Board. He stated the SR2S Advisory Committee works together well and puts money in the necessary areas. He stated that everyone’s attendance to these meeting are highly respected and requested to the committee to notify Danelle Carey if someone is unable to attend. He announced and welcomed that Scott Przekurat to the committee.

V. ACTION ITEMS

A. SR2S Countywide Draft Plan Update (3:10-3:20pm)

Recommendation:

Forward a recommendation to the STA Board to support the STA's Safe Routes to School Plan Update.

Jim Antone asked if the SR2S Countywide Draft Plan was a draft that will come back to this committee as a revised draft or if will be going straight to the STA Board for approval.

Danelle Carey stated that the SR2S Countywide Draft Plan is planning to go to the STA Board for approval in January or possibly February 2013. She welcomed feedback from the committee before the board meets in January to approve the process to revise and make changes to the current draft.

Jeff Knowles expressed concerns regarding the funding on the line for this report and requested the committee adopt the report as it exists to move forward due to the time crunch.

Jay Speck recommended that the committee tentatively approve the document as it currently stands to have the committee Chair, Co-Chair, Casey Hildreth and STA Staff review and make the final decision to make changes and move forward.

Robin Cox made a motion that the committee would proceed forward recommending the draft document with the understanding that the committee has until December 10th to write to Danelle Carey with edits and suggestions that we are adding along with the media component and to meet with public health to refine a couple of sections having to do with education and encouragement; if it passes the Chair, Co-Chair, Casey Hildreth and STA Staff's review then a recommendation will be forwarded to the STA Board to support the STA's Safe Routes to School Plan Update.

*With a motion from Robin Cox and a second from Jay Speck the SR2S-AC unanimously approved recommendation as amended above in **bold and italics**.*

VI. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA ITEMS

- Rodney Nelson announced that he is retiring and his last day will be Friday.
- Tracy Nachand announced that May 8, 2013 is the 2nd International Bike to Work Day.
- Jeff Knowles requested that a reference table be developed listing all the projects per agency and jurisdiction to present staff reports to political local bodies.
- Jim Antone requested a contact for the Dixon Unified School District to discuss development of the new sub-development. Danelle Carey agreed to provide a contact.
- Jeff Knowles and Leigh Coop expressed concerns regarding construction of two new schools adjacent to a 40 a mile per hour road and regrets that this committee was not a referenced resource. Jeff Knowles requested to discuss this issue at upcoming meetings since the plan is not finalized.

VII. ADJOURNMENT

The meeting was adjourned at 3:45 p.m. The next regularly scheduled meeting of the SR2S-AC will be February 20, 2013 in the STA's Main Conference Room.

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DATE: December 27, 2012
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

Background:

Attached is the STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013



Solano Transportation Authority

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2013**

(Last Updated: December 2012)

SUMMARY:

STA Board:
Consortium/TAC:
BAC:
PAC:
PCC:
SR2S-AC

Meets 2nd Wednesday of Every Month
Meets *Last* Wednesday of Every Month
Meets 1st Thursday of every *Odd* Month
Meets 3rd Thursday of every *Even* Month
Meets 3rd Thursday of every *Odd* Month
Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., January 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., January 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., February 13	4:00 p.m.	Regional Transportation Impact Fee (RTIF) Policy Committee	Suisun City Hall	Confirmed
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 31 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD - Dixon	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative