



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 30, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF, CONSENT CALENDAR, Minutes of the TAC Meeting of January 2, 2013, and Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities.

TAC MEMBERS

Table listing TAC members: Melissa Morton (City of Benicia), Joe Leach (City of Dixon), George Hicks (City of Fairfield), Dave Mellili (City of Rio Vista), Dan Kasperson (City of Suisun City), Shawn Cunningham (City of Vacaville), David Kleinschmidt (City of Vallejo), and Matt Tuggle (County of Solano).

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

- C. **Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses for Route 90** Liz Niedziela  
Recommendation:  
Forward a recommendation to the STA Board supporting the allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress Route 90.  
**Pg. 21**

VI. **ACTION NON-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 E.  
(1:55 – 2:05 p.m.)  
**Pg. 23**
- B. **Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC Appointments to Three (3) CTP Committees** Robert Macaulay  
Recommendation:  
Appoint TAC representatives to the 3 CTP Advisory Committees.  
(2:05 – 2:10 p.m.)  
**Pg. 41**
- C. **Legislative Update** Jayne Bauer  
Recommendation:  
Forward a recommendation to the STA Board to take the following positions on legislative bills:  
1. SCA 4 (Liu) – Support  
2. SCA 8 (Corbett) - Support  
(2:10 – 2:15 p.m.)  
**Pg. 43**
- D. **Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review** Sara Woo  
Recommendation:  
Forward a recommendation to the STA BAC and PAC to consider the priority bicycle and pedestrian projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B.  
(2:15 – 2:20 p.m.)  
**Pg. 79**

## VII. ACTION FINANCIAL ITEMS

- A. **Authorize Implementation of a RM 2 Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects** Sam Shelton  
Recommendation:  
Forward a recommendation to the STA Board to authorize a funding shift from RM 2 Project No. 6 and to I-80 Express Lanes, subject to approval by the City of Vallejo, with priority given to:
1. Vallejo Post Office Station Relocation;
  2. Vallejo Station Surface Lot Improvements;
  3. Vallejo Curtola Transit Center, and
  4. I-80 Express Lanes in Vallejo
- (2:20 – 2:30 p.m.)  
**Pg. 89**

## VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. **Priority Development Area (PDA) Investment Status** Robert Guerrero  
(2:30 – 2:35 p.m.)  
**Pg. 95**
- B. **Solano County Priority Conservation Area (PCA) Update** Robert Guerrero  
(2:35 – 2:40 p.m.)  
**Pg. 99**
- C. **Solano County Annual Pothole Report Development Update** Jessica McCabe  
(2:40 – 2:45 p.m.)  
**Pg. 101**

### NO DISCUSSION NECESSARY

- D. **Follow-up to Potential Solano Community College Transportation Fee Program** Judy Leaks  
**Pg. 117**
- E. **Status of Marketing Plan for SolanoExpress and SNCI Program** Jayne Bauer  
**Pg. 119**
- F. **Senate Bill (SB) 1339 – Regional Commuter Benefit** Sorel Klein  
**Pg. 123**
- G. **Funding Opportunities Summary** Sara Woo  
**Pg. 125**
- H. **STA Board Meeting Highlights of January 9, 2013** Johanna Masiclat  
**Pg. 131**

- I. **Draft Meeting Minutes of STA Advisory Committees** Pg. 137 Johanna Masiclat
- J. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013** Pg. 145 Johanna Masiclat

**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 27, 2013.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**January 2, 2013**

**I. CALL TO ORDER**

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:36 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**Present:**

TAC Members Present	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dan Kasperson	City of Suisun City
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

**STA Staff Present:**

*(In Alphabetical Order by Last Name)*

Janet Adams	STA
Jayne Bauer	STA
Danelle Carey	STA
Robert Guerrero	STA
Daryl Halls	STA
Sheila Jones	STA
Judy Leaks	STA
Sam Shelton	STA

**Others Present:**

*(In Alphabetical Order by Last Name)*

Morrie Barr	City of Dixon
Nick Burton	Solano County
Michael Cowen	KPMG
Barry Eberling	Daily Republic
Michael Tran	KPMG

**II. APPROVAL OF THE AGENDA**

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

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** None presented.

**Other:** Michael Cowen and Michael Tran of KPMG provided a powerpoint presentation on the STA Stakeholder Kick-Off And Overview of Public Private Partnership (P3) Feasibility Study.

#### V. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Item A.

##### A. **Minutes of the TAC Meeting of November 28, 2012**

Recommendation:

Approve TAC Meeting Minutes of November 28, 2012.

#### VI. ACTION NON-FINANCIAL ITEMS

##### A. **STA's 2013 Legislative Priorities and Platform**

Jayne Bauer stated that the STA Board approved the STA's 2013 Legislative Priorities and Platform with a request to add an additional priority (#17) to articulate a "fix it first" approach to transportation infrastructure which is similar to the policy held by the Metropolitan Transportation Commission since 1998.

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).

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

##### B. **Safe Routes to School (SR2S) Program Update**

Danelle Carey provided an update on the Solano Safe Routes to School Program. She stated in Fiscal Year 2011-12 the Safe Routes to School Program continued to offer educational encouragement activities in partnership with Solano County Public Health and throughout these events 12,811 students participated at 55 events. She stated that for Enhancement Enforcement activity, the Suisun City Police Department provided an in class safety training and developed a crossing guard training manual and test video in addition to a bike rodeo video that has been completed. She stated that the Fairfield Police Department conducted Enhanced Enforcement to reinforce safe behavior. In addition, 17 walk audits and 29 meetings took place in 2012. She noted staff is proposing to hold a SR2S summit be held to bring the various SR2S Committees and participants together. She stated that the STA is in the process of hiring two walk to 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.

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

## VII. ACTION FINANCIAL ITEMS

### A. **OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility**

Sam Shelton provided an overview of OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility handouts. He walked the group through the assessment table and welcomed feedback from the committee.

Matt Tuggle requested to change the Intercity Service for Non-Ambulatory Riders and Mobility Programs to “yes” under local match. Dan Kasperson made a request to change the Suisun City Railroad Avenue Extension to Project to “yes” under Local Match.

Recommendation:

Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results, as shown in Attachment B *with the amendments to the assessment for Intercity Service for Non-Ambulatory and Suisun City Rail Avenue Extension to yes for local match.*

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*. (5 Ayes votes)

## VIII. INFORMATIONAL - DISCUSSION

### A. **Solano County Priority Development Area Investment and Growth Strategy**

Robert Guerrero stated that Solano County was approved to receive \$1.06 million dollars as part of MTC’s action for PDA planning and assistance over the next four fiscal years. He discussed PDA investment strategies and the schedule provided in the handout. He stated that this month the PDA Assessment criteria that was created as part of the transportation for sustainable communities strategies will be presented to the Solano Planning Directors, brought back to the TAC and then to the STA Board by April 2013.

Daryl Halls stated that the \$1 million dollars in PDA funds is in addition to the OBAG funds that the STA will be allocating at a future meeting.

### B. **Regional Transportation Impact Fee (RTIF) Update**

Sam Shelton provided an update on the STA’s Regional Transportation Impact Fee Nexus Study. He stated that a letter is being drafted that includes the STA Board’s action that will go to the Board of Supervisors. He stated that STA staff recommends requesting the County Board of Supervisors consider a transportation PFF of \$1,500 per Dwelling Unit Equivalent. He noted that at upcoming meetings, the RTIF packages will be reviewed and updated, and the nexus study is proposed to be adopted by the STA Board in March 2013.

**C. Mobility Management Plan and Countywide In-Person ADA Eligibility and Certification Process**

Daryl Halls stated that the RFP has not been sent out based on a request for further review by the Consortium. This took place December 19<sup>th</sup> with another follow-up meeting in January 2013. He stated that there are four areas that are being evaluated in the Mobility Management Plan. He stated that a special meeting has been scheduled to discuss the scope of work.

**NO DISCUSSION**

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

**E. Energy Chapter Climate Action Plan (ECCAP) Update**

**F. Public-Private Partnership (P3) Feasibility Study Update**

**G. Local Project Delivery Update**

**H. Senate Bill (SB) 1339 – Regional Commuter Benefit**

**I. Funding Opportunities Summary**

**J. STA Board Meeting Highlights of December 12, 2012**

**K. Draft Meeting Minutes of STA Advisory Committees**

**L. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

**IX. ADJOURNMENT**

The meeting was adjourned at 2:48 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 30, 2013.**



DATE: January 22, 2013  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/  
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program  
(FTA Section 5311) and Funding Opportunities

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**Background:**

The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. The Metropolitan Transportation Commission (MTC) annually develops regional program of projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval.

During the Fiscal Year (FY) 2010 and FY 2011 funding cycles, there was an unprecedented demand for the Section 5311 funds. As a result of transit operator feedback during those funding cycles, MTC staff, in consultation with interested transit providers, evaluated the Section 5311 Objectives and Criteria and proposed revisions with the goal of providing a reliable level of funding to transit operators each year based on population and service in nonurbanized areas (Attachment A).

MTC staff recommended to replace the existing priority ranking system with a formula distribution based on 50% nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and 50% according to the number of route miles provided in the nonurbanized area.

MTC staff also recommended and the Commission approved providing a target programming amount for all of Solano County, including the Dixon, Fairfield and Suisun Transit, Rio Vista, SolTrans (Vallejo Transit/Benicia Breeze), and Vacaville amounts with these funds to be allocated by the STA Board. Future STA Policies and Guidelines for the 5311 program was proposed to be presented and discussed with the Consortium and the STA Board after the Coordination Short Range Transit Plan (SRTP) after completion and presented to the STA Board for approval.

**Discussion:**

The 5311 Project Justification Sheets are due to MTC on January 30, 2013 and the grant applications are due to Caltrans on April 5, 2013. The Coordinated SRTP is still in process and not yet completed.

Last year, the Consortium unanimously recommended to proceed with MTC recommended distribution of FY 2012-13 where the transit operator will receive at least 80% of the average funding amount allocated to them over 5 years and consistent with MTC's policy priority of allocated 5311 funds to address transit capital needs first prior to allocating to transit operations and consistent with five funding principles specified in Attachment A. This proposal was developed to lessen the impact to the operators that would be receiving a significant amount less under the new methodology which uses population and service miles. Last year, STA received \$251,274 in 5311 funding. For FY 2013-14, Solano County is receiving additional funding in the amount \$486,924. MTC proposed options are presented below:

Operator	80% of Average over 5 Years	40% of Average
Dixon	\$ 32,038	\$ 128,958
Fairfield	\$ 50,492	\$210,866
Rio Vista	\$ 61,344	\$ 93,450
SolTrans	\$107,300	\$ 53,650
	<b>\$251,174</b>	<b>\$486,924</b>

With the current limited timeline, STA issued a 5311 call for projects. In the table below are the transit operators proposed 5311 projects:

Operator	Projects	Requested Amount	STA Recommended Amount
Dixon	Operating Assistance	\$ 60,000	\$ 60,000
Dixon	Fund Swap for Intercity Bus Replacement	\$ 70,000	\$ 70,000
Fairfield	Operating Assist (Route 30)	\$ 200,000	\$ 200,000
Rio Vista	Bus Cameras and Vehicle Locators	\$ 25,000	\$ 25,000
Rio Vista	Operating Assistance	\$ 79,600	\$ 68,450
SolTrans	Operating Assistance (Route 85)	\$ 486,924	\$ 63,474
	Total	\$ 921,524	\$ 486,924
	Amount Available	\$ 486,924	\$ 486,924
	Over/Under	\$ 434,600	\$ -

#### Summary of Proposed

The request for funding exceeded the amount of available funding. STA staff is proposing to allocated Dixon \$70,000 as a fund swap with TDA funding to assist their contribution to the SolanoExpress Intercity Funding Bus Replacement for Route 30 Buses. Dixon will be able to absorb \$130,000 in operating assistance and reserve \$70,000 of TDA for the Intercity bus replacement. Rio Vista and SolTrans projects are proposed to not be fully funded based on the amount of their request and the amount of available 5311 funds. Rio Vista was successful in obtaining FTA Job Access Reverse Commute (JARC) funding in the amount of \$250,000 for the operation of Route 50 and Route 52. Since FTA only allows 55.33% federal funding for

operating assistance, STA staff is concerned Rio Vista will exceed the 55.33% of allowable federal funding. STA's recommendation is conditioned on this issue being addressed. SolTrans requested the entire available amount to fund SolanoExpress Route 85. Route 85 currently receives Lifeline STAF funding at \$125,000. Also, based on MTC 5311 formula, Route 85 allocation was to be lowered since only a limited portion of the services qualifies for 5311. STA staff recommends a lower amount of funding for Route 85 to help accommodate the other 5311 requests.

#### Timeline

- 1/30/13: Project Justification are due to MTC
- 2/13/13: STA Board and MTC Programming and Allocations Committee considers Program of Projects and associated Transportation Improvement Program (TIP) Amendment
- 2/27/13: MTC Commission considers Program of Projects and TIP Amendment

#### **Fiscal Impact:**

STA will work with the operators in Solano County to determine funding amount of Federal Section 5311 funding which will be approximately 20% of the allocation amount in the region.

#### **Recommendation:**

Forward a recommendation to the STA Board to approve the Federal Section 5311 Allocation for Solano County for FY 2012-13.

Attachment:

- A. MTC Resolution No. 4036 adopting the FTA Section 5311 Nonurbanized Area Formula Program and Funding Objectives and Criteria including STA Request Letter to MTC

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**Metropolitan Transportation Commission  
Programming and Allocations Committee**

November 9, 2011

Item Number 4a

**MTC Resolution No. 4036**

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**Subject:** FTA Section 5311 Nonurbanized Area Formula Program – Funding Objectives and Criteria

**Background:** The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profit agencies, and American Indian tribes.

MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval.

During the FY2010 and FY2011 funding cycles, there was unprecedented demand for the Section 5311 funds. As a result of transit operator feedback during those funding cycles, MTC staff, in consultation with interested transportation providers, evaluated the Section 5311 Objectives and Criteria and is proposing revisions with the goal of providing a reliable level of funding to transit operators each year based on population and service in nonurbanized areas. The following are the major changes that are proposed:

**Distribute funds by formula (with policy guidelines)**

Staff proposes to replace the existing priority ranking system with a formula distribution based on 50% nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and 50% according to the number of route miles provided in the nonurbanized area.

According to state and federal guidelines, a competitive process is not required for the 5311 program. In addition, research indicated that a formula approach is common practice in other regions of California, including Sacramento, Riverside, Kern and San Bernardino counties.

A formula program would allow operators to plan for their annual allocations in advance, compared to the relative uncertainty of the current discretionary-based process. The formula approach is generally supported by the transit operators.

The following policies are proposed to accompany the formula system:

- (a) Require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital. This is consistent with the current 5311 policy, which identifies capital replacement as the highest priority.
- (b) If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to

the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

The table below shows the percentages to be used in the proposed formula and notes which operators have not historically requested FTA Section 5311 funds.

Per the request of the Solano Transportation Authority (STA), MTC staff recommends providing a target programming amount for all of Solano County, including the Dixon, Fairfield and Suisun Transit, Rio Vista, SolTrans (Vallejo Transit/Benicia Breeze), and Vacaville amounts. STA will work with those operators to determine individual shares (see Attachment 1).

**FTA Section 5311 Proposed Formula Distribution\***

Transit Operator	Combined Population & Route Miles Percentage	Note
AC Transit	7%	**
CCCTA	3%	**
LAVTA	3%	
Marin County Total	11%	
<i>Marin Transit (Local Service)</i>	8%	
<i>West Marin Stagecoach</i>	2%	
NCTPA	12%	
Petaluma Transit	1%	**
SamTrans	8%	
Santa Clara VTA	7%	
Santa Rosa CityBus	1%	**
Solano Transportation Authority	20%	
<i>Dixon</i>	5%	
<i>Fairfield and Suisun Transit</i>	9%	
<i>Rio Vista</i>	4%	
<i>Vallejo Transit/Benicia Breeze</i>	2%	
<i>Vacaville City Coach</i>	1%	
Sonoma County Transit	21%	
TriDelta Transit	5%	**
Union City Transit	1%	**
WestCAT	1%	**
<b>Total</b>	<b>100%</b>	

\* This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

\*\* Operators that have not historically requested FTA Section 5311 funds.

**Minimum award during a transition period**

Some transit operators will receive significantly less funding under a formula program than they have in recent years with the priority ranking system. To cushion this impact, staff recommends that during the first two years of the new formula-based policy, recent 5311 recipients (i.e., those

that received funds in FY2007 through FY2011) would receive the following minimum awards:

- In the FY2012 Grant Cycle, transit operators will receive no less than 80 percent of their average award during the FY2007 through FY2011 period
- In the FY2013 Grant Cycle, transit operators will receive no less than 40 percent of their average award during the FY2007 through FY2011 period

Following FY2013, the minimum award policy would not apply and the distribution would be based solely on the proposed formula without adjustments.

**Two-Year Programming Cycle**

Staff proposes to issue a Call for Projects every two years, adopt a two-year program, and make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

If approved by the Commission, staff will use the new Funding Objectives and Criteria to program MTC's regional apportionment in the upcoming FY2012 funding cycle, which is expected to take place in late 2011 or early 2012.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4036 to the Commission for approval.

**Attachments:** Attachment 1 – Letter from Solano Transportation Authority  
MTC Resolution No. 4036

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## SOLANO TRANSPORTATION AUTHORITY

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

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Email: [staplan@sta-snci.com](mailto:staplan@sta-snci.com) • Website: [sta.ca.gov](http://sta.ca.gov)

October 17, 2011

Kristen Mazur  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**RE: Proposal for Solano Transportation Authority to Distribute Section 5311  
Funding to Transit Operators in Solano County**

Dear Ms. Mazur:

Solano Transportation Authority (STA) is supportive of the option to distribute Section 5311 to transit operators in Solano County. Metropolitan Transportation Commission (MTC) will be distributing 5311 funds to the region using a formula and has proposed an option for the STA to decide how Solano County's 5311 share be distributed on an annual basis. This method would allow more flexibility at the local level.

In Solano County, there are currently four transit operating receiving Section 5311 funding; Fairfield, Dixon, Rio Vista and Vallejo. The County of Solano operates an ADA Paratransit service in the rural area of Solano County and may also be eligible for 5311 funding. The STA Board includes representatives from all five jurisdictions potentially eligible to apply for and receive 5311 funds. With potentially five operators eligible for Section 5311 funding, the STA recommends the distribution of funding be allocated to STA to allow the flexibility to address the changing needs of the transit operators and transit service in Solano County.

The two small operators, Fairfield and Vallejo are eligible for Transit Capital Priorities (TCP) funds and receive funding from Section 5307. The two rural operators Dixon and the Rio Vista are not eligible for 5307, this 5311 funds is a critical revenue source for their capital and operating expenses. For instance, Rio Vista and Dixon use 5311 for bus replacement, they will not have any 5311 funding for operating assistance in the same year. Currently, Rio Vista relies on 5311 funding to cover 28% of their operating budget and Dixon relies on 9%. This potential issue should be addressed at the local level.

If you have any questions or need additional information, please contact Liz Niedziela, STA's Transit Program Analyst/Manager at (707) 399-3217.

Sincerely,

Daryl K. Halls  
Executive Director

Cc: Supervisor James P. Sperring, MTC Commissioner  
STA Board Members  
Ann Flemer, Deputy Executive Director, MTC  
Alix Bockelman, Programming and Allocations Director, MTC  
STA TAC Members  
SolanoExpress Transit Consortium Members

Date: November 16, 2011  
W.I.: 1512  
Referred By: PAC

ABSTRACT

Resolution No. 4036

This resolution adopts the Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011  
W.I.: 1512  
Referred By: PAC

Re: Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4036

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has developed, in consultation with interested transportation providers, the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area as provided in Attachment A; and be it further

RESOLVED, that MTC will use these funding objectives and criteria to program MTC's regional apportionment of FTA Section 5311 Nonurbanized Area Formula Program funds; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 16, 2011  
W.I.: 1512  
Referred By: PAC

Attachment A  
Resolution No. 4036  
Page 1 of 5

**FTA Section 5311 Nonurbanized Area Formula Program  
Funding Objectives and Criteria  
for the San Francisco Bay Area  
Metropolitan Transportation Commission**

**I. Funding Principles for the Section 5311 Program**

The funding principles are intended to guide our funding decisions and establish the basis for developing the programming process. The funding principles for the Section 5311 program are as follows:

1. *Maintain existing needed transit services:* MTC dedicates capital and operating funds for essential projects and programs in an effort to maintain needed existing transit services.
2. *Provide a reliable, equitable and flexible program:* MTC will use a formula distribution system in an effort to provide a reliable and equitable level of funding to transit operators each year. Policy guidelines will accompany the formula in order to give operators flexibility in selecting projects that are consistent with regional priorities.
3. *Fund basic capital requirements:* MTC will require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital.
4. *Maintain a multi-year program of projects:* In order to foster planning it is important that MTC continue to program projects on a multi-year basis, within the constraints of available federal funding programs and subject to changes within those programs. Whenever possible, MTC will adopt a two-year program, with annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.
5. *Maintain Timely Use of Funds Policy:* The Caltrans policy requires that all FTA Section 5311 funds be obligated within two years of programming or the funds will be lost to the region. In order to avoid lost funds to the region, MTC reserves the right to only program funds to those agencies that have submitted their prior year's 5311 application and quarterly reports to Caltrans satisfactorily and in a timely manner.

## II. Funding Formula, Policy Guidelines and Screening Criteria

### A. Funding Formula

Funds will be distributed to transit operators according to each operator’s nonurbanized area population and nonurbanized area route miles. The formula will distribute half of the funds according to the nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators’ transit stops) and the other half of the funds according to the number of route miles provided in the nonurbanized area. The table below shows the formula distribution. Population data for the proposed formula is based on the 2000 Census.

**FTA Section 5311 Formula Distribution<sup>1</sup>**

Transit Operator	Non UA Population (2000) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles
	Population	Percentage	Miles	Percentage	Percentage
AC Transit	23,057	9%	250	5%	7%
CCCTA	10,827	4%	70	1%	3%
LAVTA	8,028	3%	116	2%	3%
Marin County Total	16,401	7%	765	15%	11%
<i>Marin Transit (Local Service)</i>	9,722	4%	659	13%	8%
<i>West Marin Stagecoach</i>	6,679	3%	106	2%	2%
NCTPA	20,668	8%	831	17%	12%
Petaluma Transit	2,953	1%	10	0%	1%
SamTrans	22,412	9%	344	7%	8%
Santa Clara VTA	20,174	8%	307	6%	7%
Santa Rosa CityBus	4,143	2%	2	0%	1%
Solano Transportation Authority <sup>2</sup>	44,090	18%	1075	21%	20%
Sonoma County Transit	55,337	22%	986	20%	21%
TriDelta Transit	15,623	6%	222	4%	5%
Union City Transit	2,673	1%	4	0%	1%
WestCAT	3,745	1%	45	1%	1%
<b>Total</b>	<b>250,131</b>	<b>100%</b>	<b>5,026</b>	<b>100%</b>	<b>100%</b>

<sup>1</sup> Note: This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

<sup>2</sup> The Solano Transportation Authority amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans (Vallejo Transit & Benicia Breeze), and Vacaville amounts. The Solano Transportation Authority (STA) will work with these operators to determine individual shares.

### B. Policy Guidelines

The following policies will accompany the formula system:

1. *Capital Priority.* Recipients will be required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain needed existing transit services. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed to maintain or replace capital equipment. Furthermore, if recipients request funds for operations expansions,

they will be required to submit documentation explaining why the funds are not needed to maintain existing transit operations.

2. *Project Justification Sheets.* MTC will program funds only to those operators who submit Section 5311 project justification sheets during the Call for Projects. The Section 5311 project justification sheets will contain basic project information, including project title, brief project description, project type, contact information, total project cost, local match amount and funding source, prior programming information (if the project is already included in the TIP), screening criteria, and, for operations requests, an explanation of why the funds are not needed for basic capital. If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.
3. *Minimum award during a transition period.* During the first two years of the new formula-based policy, recent 5311 recipients (e.g., those who received funds in FY2007 through FY2011) will receive the following minimum awards:
  - (a) In the **FY2012** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **80 percent** of their average award during the FY2007 through FY2011 period
  - (b) In the **FY2013** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **40 percent** of their average award during the FY2007 through FY2011 period

### C. Project Screening Criteria

The project screening criteria are intended to eliminate projects that do not meet minimum program standards. MTC will review each applicant's Project Justification Sheets to ensure that each project proposed for the Section 5311 program of projects meets the following criteria:

1. *Availability to the general public.* Section 5311- funded services may be designed to maximize use by members of the general public who are transportation disadvantaged persons, including elderly and disabled persons, however such services should be open to the general public, or part of an array of public transit services, such as ADA complementary services.
2. *Identified local match.* The applicant must identify a funding source for the minimum required local match. The minimum local match is 44.67% for operations projects, and 11.47% for capital projects.

3. *Identified and documented need for a project.* The need for a particular project must be adequately documented and justified on the Section 5311 project justification sheets (e.g., if an operator is requesting funds to replace a vehicle, the existing vehicle to be replaced must meet the asset replacement age). If the applicant prepares a Short Range Transit Plan (SRTP), the project should be identified and justified in the plan.
4. *Project readiness.* The applicant must be prepared to submit an application for the project and be ready to implement/construct the project in the year indicated in the program of projects. If funds for a project are not applied for in the year they are programmed, future programming of federal funds for that project and applicant could be jeopardized.
5. *Consistency with Regional Transportation Plan (RTP).* The applicant must confirm that the project is consistent with the region's Long Range Plan in effect at the time of the application.

### **III. Fund Programming and Project Review Process**

The steps in developing the region's Section 5311 program of projects are outlined as follows.

MTC will issue a Call for Projects every two years, and will adopt a two-year program. MTC will make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

#### **A. Call for Projects Year (first year of two-year program)**

- MTC receives estimate of available Section 5311 funding for the first program year from Caltrans. MTC will estimate the amount of Section 5311 funding available for the second program year.
- MTC uses the funding formula to estimate the amount of Section 5311 funds available to each transit operator, based on the assumption that all eligible operators will submit proposed projects.
- MTC notifies all potential Section 5311 applicants of the amount of Section 5311 funds available, including fund estimates by transit operator, and requests that projects be proposed (in project justification sheets) for the program of projects.
- For each proposed project, applicants complete and submit Section 5311 Project Justification Sheets to MTC.
- MTC staff reviews proposed projects and develops a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the

remaining balance to the operators that proposed projects. MTC will confer with applicants to finalize the program of projects.

- The program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- If approved by the Committee, the program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- When actual revenues are apportioned by Caltrans, MTC will make adjustments (if needed) to constrain the program to the available revenues and add the first year projects to the Transportation Improvement Program (TIP)

**B. Adjustment year (second year of two-year program)**

- MTC receives estimate of available Section 5311 funding for the second program year from Caltrans.
- MTC will make adjustments (if needed) to constrain the program to the available revenues. Staff will confer with operators if adjustments are needed.
- If there are changes to a project in the current program (e.g., scope of project, costs, etc.), a revised project justification sheet should be completed and sent to MTC.
- The revised program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- The revised program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- MTC will add the second year projects to the Transportation Improvement Program (TIP).

In any year, operators are responsible for submitting their own applications to Caltrans. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances as needed.



DATE: January 18, 2013  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: Proposition 1B Allocation for Replacement of SolanoExpress  
Buses for Route 90

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**Background:**

Following the passage of Proposition 1B by California’s voters in November 2006, the Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the projected \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County receives approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, this prioritization was used as the basis of funding the following three transit vehicle replacement projects for \$1,475,912 in Prop. 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program matching funds as follows:

Fairfield and Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
Vallejo Transit (20 vehicles)	\$835,912
<u>TOTAL</u>	<u>\$1,475,912</u>

In 2011, the STA staff worked with the Transit Operators to update the Transit Fleet Plan. The Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade, but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. The STA Board recommended that STA update the Transit Fleet and Minor Transit Capital Investment Plan every two years in association with other capital investment plans. The Coordinated Short Range Transit Plan (SRTP) will assist in developing a countywide Transit Fleet and Transit Plan for the transit operators and STA for the 2013.

The 2011 Transit Fleet Plan showed that three (3) intercity buses are scheduled for replacement in 2015 and 41 intercity buses are up for replacement in the year 2017. Of these, SolTrans will need to replace 25 intercity buses and Fairfield and Suisun Transit (FAST) will need to replace 19. At that time, the 44 intercity countywide bus replacements cost was estimated at \$44 million with a local match of \$8.5 million if hybrid buses were procured based on MTC’s Regional Bus Pricelist with prices escalated at 2% annually.

STA has successfully secured two federal earmarks for a total of \$1.26 million for alternative fuel intercity vehicles for Vallejo Transit through Congressman George Miller. The estimated cost for two hybrid buses is \$1.8 million. Vallejo Transit still needed a local match of approximately \$540,000. In April 2012, the STA Board approved \$534,190 for Proposition 1B funds for the three intercity buses that need to be replaced by 2015 and approved the dedication of future allocations of approximately \$3.6 million of remaining Prop. 1B-PTMISEA funds to South County Transit (SolTrans) and FAST as a local match for the intercity bus replacements in future years.

Subsequently, STA Board approved \$1,210,224 in STAF funds in FY 2012-13 to be reserved for the intercity bus replacement's local match.

**Discussion:**

Based on the most recent information provided by SolTrans and FAST and the SRTP consultant team, the Transit Fleet Replacement for the intercity buses has decreased from 44 to 34. SolTrans is in the process of purchasing three buses by 2017, leaving 31 buses to be replaced. Currently, STA needs to allocate \$2,360,202 in Prop. 1B-PTMISEA with details due to MTC staff by January 25, 2013 so the MTC staff may start the process of obtaining approval by MTC Programming and Allocations and Commission. The allocation requests are due to Caltrans by March 15, 2013. If STA does not allocate these funds, it is possible that these funds could be lost.

STA staff is recommending to allocate \$2,360,202 of the Prop. 1B- PTMISEA and allocate \$581,467 of \$1,210,224 reserved STAF funds to SolTrans to purchase three intercity buses dedicated to Route 90. Route 90 is one of three SolanoExpress bus routes managed by STA.

**Fiscal Impact:**

None to the STA. Programming the \$2,360,202 of Prop. 1B-PTMISEA for the three SolanoExpress intercity buses for Route 90 and the \$581,467 in STAF as the local match

**Recommendation:**

Forward a recommendation to the STA Board supporting the allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three(3) intercity buses for SolanoExpress Route 90.



DATE: January 17, 2013  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

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**Background:**

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.

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).

*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.

A Draft STA OBAG Candidate Projects Assessment Matrix was reviewed by the STA TAC and Board on January 2<sup>nd</sup> and January 9<sup>th</sup>, respectively. 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 B). STA staff will adjust OBAG projects into tiers once the assessment 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 C).

#### **Discussion:**

##### *STA Board Tables Action on OBAG, Staff Revises Equity Criteria*

During the January 9, 2013 discussion of the OBAG Candidate Projects Assessment Matrix, the STA Board tabled their action until their next meeting, allowing TAC members who were absent during the January 2, 2013 TAC meeting another chance to review the assessment. On January 9, 2013, the City of Benicia submitted a comment letter requesting several changes to the OBAG Selection Criteria (Attachment D). STA staff recommends adjusting the criteria regarding “proportional equity” to criteria that describes how many different jurisdictions benefit from a project (Attachment E). STA staff will score a project with a “yes” if that project benefits residents from multiple jurisdictions.

##### *Revised OBAG Development Schedule, Final Approval by March 13, 2013*

Attached is a revised OBAG Development Schedule (Attachment F). This new schedule shows meeting dates for many STA Advisory Committees to review and comment on the proposed funding recommendations in the OBAG Funding Strategy. Several advisory committees make recommendations to the STA Board for funding sources outside OBAG that may be part of an overall proposed funding strategy. The Bicycle and Pedestrian Advisory Committees both make recommendations for projects funded with Transportation Development Act (TDA) Article 3 funds and the SolanoExpress Intercity Transit Consortium makes recommendations regarding State Transit Assistance Funding (STAF). For example, 6 of the 17 OBAG submitted candidate projects are eligible for and have been assessed as good candidates for STAF. 13 of the 17 OBAG candidate projects are good candidates for TDA Article 3.

**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 E.

**Attachments:**

- A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology, 12-12-2012
- B. Draft STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
- C. STA Funding Strategy Principles and Criteria, 04-10-2010
- D. City of Benicia OBAG Assessment Comment Letter, 01-09-2013
- E. Revised Draft STA OBAG Candidate Projects Assessment Matrix, 01-17-2013
- F. STA Revised OBAG Development Schedule, 01-17-2013

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## STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

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"> <li>• Encouraging housing and employment near transit</li> <li>• Directly facilitating development investments addressing access improvements</li> <li>• Encouraging users of open space or direct consumer purchase from agricultural producers</li> <li>• Implementing a transportation and land use plan with demonstrated community consensus</li> </ul>	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"> <li>• Reduction in the number of collisions</li> <li>• Reduction in severity of collisions</li> <li>• Reduction in bicycle/pedestrian collisions</li> </ul>	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

## STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

<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"> <li>• Is the project identified in a locally-adopted master plan?</li> <li>• Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&amp;Es)?</li> <li>• What is the project delivery record of the sponsoring agency?</li> <li>• If the project is large, can the project sponsor deliver earlier project phases with independent utility?</li> </ul>	<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>

## STA's Final OBAG CMAQ Project and Programming Screening and Ranking Criteria

Does the project encourage or facilitate the use of public transit or other use of alternative modes?	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.	STA Planning, and Projects staff
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 Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	STA Discretionary									TOTAL
	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	STP (OBAG)	CMAQ (OBAG)	TDA Article 3	TFCA, Program manager	STAF, Population	STAF, Regional Paratransit	Lifeline (STP, Prop 1B, STAF)	Prop 1B, PTMISEA	FTA 5311, Rural (+ JARC MAP21)	
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 6,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
<b>Transit Related Projects</b>										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
<b>Complete Streets Style Projects</b>										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
<b>Bicycle or Pedestrian Projects</b>										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

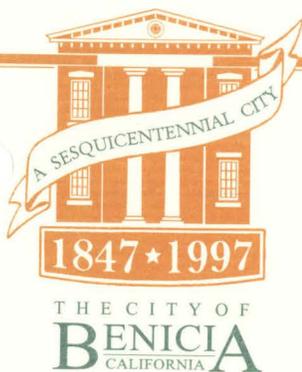
Source Type	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						
	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
	STP	STP	TOTAL	BAAQMD, TFCA Regional	YSAQMD, Clean Air Funds	TOTAL	BTA*	EEM*	SRTS/SR2S*	HR3	HSIP	TAP*	TOTAL
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhancement style projects, (spent on Dixon West B St)	
per year	\$ 5,000,000	\$ 2,500,000	\$ 7,500,000	\$ 3,300,000	\$ 260,000	\$ 3,560,000	\$ 7,200,000	\$ 10,000,000	\$ 21,000,000	\$ 3,750,000	\$ 25,000,000	NA	\$ 66,950,000
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 20,000,000	\$ 10,000,000	\$ 30,000,000	\$ 13,200,000	\$ 1,040,000	\$ 14,240,000	\$ 28,800,000	\$ 40,000,000	\$ 84,000,000	\$ 15,000,000	\$ 100,000,000	NA	\$ 267,800,000
% of 4-year total	66.7%	33.3%											
<b>Transit Related Projects</b>													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Poor		Partial	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
<b>Complete Streets Style Projects</b>													
Key Destination Sidewalk/St Inventory	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor		Poor	Good		Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped improvements	Poor	Poor		Poor	Good		Good	Poor	Poor	Poor	Poor	Good	
Vacaville Ulatis Creek Bike Path	Poor	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Suisun City Lotz Way Improvements	Poor	Poor		Poor	Poor		Partial	Poor	Poor	Poor	Poor	Good	
Vacaville Mason Street at Depot Street Road Diet	Poor	Poor		Poor	Good		Poor	Poor	Poor	Poor	Poor	Good	
Suisun City Railroad Avenue Extension Project	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Partial	
<b>Bicycle or Pedestrian Projects</b>													
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Partial		Poor	Good		Poor	Good	Poor	Partial	Poor	Good	
Solano County Lake Herman Road Bike Path	Poor	Partial		Poor	Poor		Poor	Good	Poor	Partial	Poor	Good	
Rio Vista Waterfront Promenade Phase 2	Partial	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

# 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



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*Office of the Mayor*  
ELIZABETH PATTERSON

January 9, 2013

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

**SUBJECT: OneBayArea Grant (OBAG) Candidate Projects Assessment/STA Board Agenda Item VIII(B.)**

Dear Mr. Halls:

First, I'd like to compliment you on the excellent staff work your staff performed on the subject agenda item in support of the Board. The process for assessing the candidate OBAG projects has been very productive to date.

I believe, however, that it is premature to approve the draft assessment results in Attachment B because they need further work including:

1. Separating the binary questions (yes/no) from questions that have a wider range of numerical or other qualitative scoring (1-20 or high/medium/low) and comparing the totals from each resultant category. For example, currently the relative value of the individual numerical scores for the "MTC Goals" and "STA Goals" versus the "Total Yes" criteria is unknown at this time.  
  
Another scoring refinement would be to include a modes distribution under "Transit Related Projects" so that projects which provide the greatest benefit for this category (i.e. transit) could be identified.
2. Staff/TAC should complete the "Countywide or equitable" criteria currently labeled "To Be Determined."
3. Staff/TAC should clarify and perhaps reconsider the relative value of the numerical scores for the "MTC Goals/STA Goals." The goals are not equal and it is unclear what value there is to determining the total

ELIZABETH PATTERSON, *Mayor*  
Members of the City Council

TOM CAMPBELL, *Vice Mayor* . ALAN M. SCHWARTZMAN . MARK C. HUGHES . CHRISTINA STRAWBRIDGE

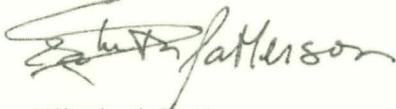
BRAD KILGER, *City Manager*  
H.R. AUTZ, *City Treasurer*  
LISA WOLFE, *City Clerk*

number of goals. The potential usefulness would be to categorize the goals for each of the transportation objectives. In other words, there may be 10 goals for road improvements and 5 goals for transit. While each have merit, they are not equal in terms of meeting SB375 objectives.

In the case of Benicia, we believe an existing employment center should have more weight than a "yes/no;" also, that the "Benefit to Number of Residents" ranking for the Benicia First Street Pedestrian Improvements project should be "Medium," not the "Low" indicated.

I recognize the STA regular meeting is intended to be a business meeting and it is not suitable to have a deeper discussion, therefore I suggest that STA schedule a Board workshop or refer this item back to the Technical Advisory Committee so the decision making process can be refined prior to the Board taking final action. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Patterson". The signature is fluid and cursive, with the first name being more prominent.

Elizabeth Patterson  
Mayor, City of Benicia

cc: Brad Kilger, City Manager  
Charlie Knox, Community Development Director  
Melissa Morton, Interim Public Works Director

Revised Draft STA OneBayArea Assessment  
1/17/2013

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"
	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	
<b>Transit Related Projects</b>															
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	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
<b>Complete Streets Style Projects</b>															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	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	7
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	5
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	No	4
<b>Bicycle or Pedestrian Projects</b>															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	Yes	Low	No	No	Yes	6
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	5
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	No	5

\* The "Countywide or Equitable" criteria has been revised to show "yes" for projects the benefit residents from more than one jurisdiction.

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## OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

<b>Date</b>	<b>Meeting</b>	<b>Action</b>
<b>2012</b>		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs (\$6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula (\$5.86 M as modified Dec 12)
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo (\$0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
<hr/>		
<b>2013</b>		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
<b>Feb 13</b>	<b>STA Board</b>	<b>Approve OBAG Project Assessment</b>
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
<b>Mar 13</b>	<b>STA Board</b>	<b>Approve OBAG Funding Strategy</b>
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

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DATE: January 24, 2013  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC  
Appointments to Three (3) CTP Committees

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**Background:**

The Solano Comprehensive Transportation Plan (CTP) is the STA's foundation planning document, setting the goals and policies that guide the selection of projects and programs for funding. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. The current CTP was adopted in 2005. An update is being prepared at this time, with adoption scheduled for the summer of 2013.

There is an advisory committee for each of the three elements. The membership consists of STA Board Members and/or Alternates, and a representative from the Technical Advisory Committee. The staff representatives participate in discussions, but are not voting members of the committees.

**Discussion:**

The STA Board has already adopted the CTP Goals (both overall and for each element), and has approved the Land Use chapter (a new section of the CTP). Staff has developed an administrative draft of the Alternative Modes element (bicycle and pedestrian travel, sustainable communities, alternative fuels, and safe routes to schools and transit) that is expected to be presented to the TAC in March of 2013. Next will come the Arterials, Highways and Freeways, expected to go to the TAC in May. The Transit element should be available in July, once the work for the Short Range Transit Plan (SRTP) currently underway is completed.

Once draft Elements are reviewed by the TAC, the CTP advisory committees will review and make comments. The draft Element will then go to the STA Board for review and public input. The complete CTP, including the three main elements, introduction and land use chapters, financial analysis and performance measures, is expected to be ready for TAC review in September, and presentation to the STA Board in October of 2013.

The current staff membership for the 3 CTP Committees is as follows:

- Alternative Modes – Matt Tuggle, Solano County
- Arterials, Highways and Freeways – Vacant (previously Paul Wiese, Solano County)
- Transit – Vacant (Previously Crystal Odum-Ford)

It is recommended that the TAC reconfirm Matt Tuggle as the Alternative Modes representative, or appoint a new representative; appoint two Arterials, Highways and Freeways (1 from the County and 1 from a City); and appoint a new representative to the Transit Committee. In addition, a representative of the SolanoExpress Transit Consortium will be appointed to the Transit Committee.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint TAC representatives to the 3 CTP Advisory Committees.



DATE: January 17, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

---

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 9, 2013, the STA Board adopted its 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013.

**Discussion:**

Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Federal Funding Matrix is included as Attachment D.

Staff is working with STA's state legislative advocate, Gus Khouri of Shaw/Yoder/Antwih, Inc., to schedule meetings sometime in February between STA Board members and our legislators at the State Capitol. Staff and Chair Batchelor met with Assemblymember Mariko Yamada (4<sup>th</sup> Assembly District representing Dixon) at the end of last year to provide an update and tour of transportation projects relevant to her district. Staff is also scheduling transportation briefings and tours in February as follows:

- State Senator Lois Wolk (3<sup>rd</sup> Senate District representing all of Solano County)
- Assemblymember Jim Frazier (11<sup>th</sup> Assembly District representing Fairfield, Rio Vista, Suisun City and Vacaville)
- Assemblymember Susan Bonilla (14<sup>th</sup> Assembly District representing Benicia and Vallejo)

Governor Jerry Brown released his FY 2013-14 State Budget on January 10<sup>th</sup>. The Governor has indicated that significant progress is being made in trimming down the state's chronic budget deficit by making spending cuts. Please see Gus Khouri's memo detailing the State Budget proposal (Attachment B).

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to develop STA's strategy for federal legislation and funding for 2013 (Attachment E). The strategy will focus on the following as they align with STA's Federal legislative priorities:

1. Monitor the Department of Transportation's Implementation of MAP-21 and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Schedule annual Board Trip to Washington DC to meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

With the impending expiration of the Transit Commuter Tax Benefit and Alternative Fuels Tax Credit on December 31<sup>st</sup>, STA sent a letter requesting extension of these benefits to the Chairman and Ranking Member of both the Congressional Committee on Ways and Means and the U.S. Senate Finance Committee (Attachment F). As part of the last-minute deal to avoid the fiscal cliff, Congress did extend these provisions for another year.

Senate Constitutional Amendment (SCA) 4 (authored by Senator Liu) (Attachment G) and SCA 8 (authored by Senator Corbett) (Attachment H) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. There are currently 19 counties that have a local sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing in California. The Self-Help Counties Coalition has taken the lead to support this issue. Priority #5 of the 2013 STA Legislative Priorities and Platform states:

*Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.*

Staff recommends support of SCA 4 (Liu) and SCA 8 (Corbett)

**Fiscal Impact:**

None.

**Recommendation:**

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

1. SCA 4 (Liu) - Support
2. SCA 8 (Corbett) - Support

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. Shaw/Yoder/Antwih Memo on Governor's Proposed 2013-14 State Budget
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix
- E. 2013 Strategy for Federal Legislation and Funding
- F. STA Transit Commuter Tax Benefit Letter to Senate and Congress
- G. SCA 4 (Liu)
- H. SCA 8 (Corbett)



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

December 21, 2012

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

**RE: STATE LEGISLATIVE UPDATE- DECEMBER**

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The 2013-14 Regular Session convened on December 3. The legislature will reconvene on January 7. Below are some key transportation issues that will garner attention in 2013.

**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:

<b>Auction</b>	<b>Allowances Offered</b>	<b>Allowances Sold</b>	<b>Settlement Price</b>
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 of 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 Revision 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 that 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 that 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.

Senator Ellen Corbett (D-Alameda) has introduced SCA 8 for purposes of lowering threshold to 55% for local transportation sales tax measures.

**STA Lobby Day and Tours**

We are working with the Executive Committee to determine dates for STA's Annual Lobby Day in which we will visit our legislative delegation and key administration officials within the Business, Transportation & Housing Agency, California Transportation Commission, and Caltrans.

In addition, we are helping to coordinate visits by our legislative delegation and administrative officials to tour projects within the county in order to demonstrate how we have delivered on investments that the state has made in improving Solano's transportation infrastructure.

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

January 10, 2013

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

**RE: STATE LEGISLATIVE UPDATE- GOVERNOR'S PROPOSED 2013-14  
 STATE BUDGET**

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Today, Governor Brown released his FY 2013-14 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit (\$26.6 billion shortfall in FY 2011-12, \$20 billion in FY 12-13) has been made by making spending cuts, primarily in corrections, health and human services, and education. As a result, the FY 13-14 budget does not project a deficit. Overall, General Fund spending is down from its peak of \$103 billion in 2007-08 to \$93 billion in 2012-13, a decrease of \$10 billion, or 10 percent. As a share of the economy, General Fund spending in 2011-12 and 2012-13 remains at its lowest level since 1972-73.

The Governor emphasized that the State must live within its means. He identified four major variables for the budget going forward: actions on the federal deficit, the uncertain economic recovery, the federal government and/or the courts blocking actions, and potential increases in health care costs.

Regarding the "wall of debt," the Governor noted that in 2011 it was pegged at \$35 billion and that it remains a significant challenge. The Governor is proposing to spend \$4.2 billion in his budget to pay down existing state debt. Furthermore, the budget document notes the State's unfunded retirement obligations.

The passage of Proposition 30 on last November's ballot helped avert severe cuts to education, health and human service and public safety programs.

**Impact on Transportation**

The Transportation Agency is responsible for addressing mobility, safety, and air quality issues as they relate to transportation. Key priorities include developing and integrating the high-speed rail project into California's existing transportation system and supporting regional agencies in achieving the greenhouse gas emission reductions and environmental sustainability objectives required by state law.

The Agency consists of the following six state entities responsible for administering programs that support the state's transportation system:

- Department of Transportation
- California Transportation Commission
- High-Speed Rail Authority
- Department of Motor Vehicles
- California Highway Patrol

- Board of Pilot Commissioners

The Office of Traffic Safety operates within the Office of the Secretary for Transportation. The Budget includes total funding of \$21.1 billion (\$0.2 billion General Fund and \$20.9 billion other funds) for all programs administered within the Agency.

The Agency, established as part of the Governor's 2012 Reorganization Plan, becomes operational on July 1, 2013.

The Governor makes a reference to California Transportation Commission's "2011 Statewide Transportation Needs Assessment" which identifies \$538.1 billion in total infrastructure needs, including substantial local streets & roads and local mass transit needs, in addition to highway and intercity rail needs over the next decade.

Over the past decade, the voters have approved almost \$30 billion of general obligation bonds for transportation purposes, including \$19.9 billion for Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and \$9.9 billion for Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. As a result, approximately 13 percent of annual state transportation revenues will continue to be dedicated to offsetting debt service costs. These debt service costs are expected to total over \$1 billion in 2013-14 and are projected to grow in future years, significantly exceeding the amount of existing transportation funds legally available to offset these costs and therefore creating General Fund expenses.

Beginning in the spring of 2013, the Agency will convene a workgroup consisting of state and local transportation stakeholders to refine the transportation infrastructure needs assessment, explore long-term, pay-as-you-go funding options, and evaluate the most appropriate level of government to deliver high-priority investments to meet the state's infrastructure needs.

The Budget also reflects changes to the Local Assistance and Planning Programs within Caltrans, including the consolidation of five programs into a single Active Transportation Program which will simplify and enhance funding for pedestrian and bicycle projects.

### **Impact on Transit Funding**

The Governor projects that the State Transit Assistance program will be at approximately \$391 million for FY 13-14, and \$415 million for FY 12-13. If accurate, this would represent a 12% reduction from last Fall's number of \$468 million for FY 12-13 and 17% drop in comparison to the budget year number. This number is subject to change however as the program no longer relies on a budget-line item but rather on sales tax receipts associated with the consumption of diesel fuel.

The budget also proposes \$479,717,000 in funding for the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA), which serves as the sole source of funding for transit capital projects and rolling stock purchases. It uncertain however whether this is a carryover balance of the existing appropriation authority from subsequent fiscal years. To date, approximately \$1.8

billion of the \$2.8 billion that has been appropriated by the legislature has been allocated to program recipients.

The intercity rail program is projected to receive \$130 million.

We will follow up with the Department of Finance to verify the estimates.

**Proposition 1A Funding**

SB 1029 (Leno) [Chapter 152, Statutes of 2012], appropriated The 2012 Budget Act appropriated approximately \$8 billion for the high-speed rail project for the following purposes:

- \$5.8 billion for the first phase of the Initial Operating Section from Madera to Bakersfield.
- \$1.1 billion for early improvement projects to upgrade existing rail lines in Northern and Southern California, which will lay the foundation for future high-speed rail service as it expands into these areas.
- \$819.3 million for connectivity projects to enhance local transit and intercity rail systems that will ultimately link to the future high speed rail system. The CTC allocated funding during the Fall to those agencies that made a request.

Since the enactment of the Budget Act, significant progress on the project has been made:

In September, the Federal Railroad Administration approved the necessary environmental impact assessments for the Merced to Fresno alignment.

- The public comment period for the draft environmental assessments for the Fresno to Bakersfield alignment concluded in October.
- The Authority has started to solicit bids from private contractors to begin the right-of-way land acquisition phase of the project.

The Authority is continuing to identify early “bookend” investments that will generate immediate benefits and, through blended service, enhance future high-speed rail ridership. Projects currently being evaluated include the electrification of the Caltrain corridor in Northern California and regional rail improvement projects, such as grade separations, in Southern California. Final selection of specific projects and lead agencies will be completed by the end of the current fiscal year. Initial construction work is scheduled to begin in the Central Valley during the summer of 2013.

As noted in the Authority’s revised 2012 Business Plan, additional funding will be necessary to complete the Initial Operating Section from Merced to the San Fernando Valley. Cap and Trade funds will be available as a fiscal backstop.

## **Cap and Trade**

The Budget acknowledges that transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in \$55.8 million in proceeds to the state (two more auctions will occur on February 19, 2013 and May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may exceed these amounts.

## M E M O R A N D U M

December 19, 2012

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

During the month of December we monitored the Department of Transportation's implementation of MAP-21, negotiations on a budget agreement to avoid the fiscal cliff and the composition of the congressional committees in the next Congress.

**Fiscal Cliff**

Negotiations to avert the "fiscal cliff" as of yet have failed to reach a resolution. The primary dispute is over who should be subject to tax increases and to what extent there should be cuts to entitlement programs. In the most recent round of negotiations, the White House recommended increasing the tax rate for individuals earning more than \$400,000. The two options are pending before the House: (1) Plan A to extend current tax rates for individuals with income under \$200,000 and couples with income under \$250,000 (the President's initial proposal); and (2) Plan B to extend tax cuts for individuals with incomes under \$1 million. The House is expected to vote on Plan B as well as a package of reductions to federal programs that would replace the sequestration. Although Speaker Boehner supports passage of Plan B, enacting it will not resolve the budget crisis. The President has stated that he would veto the proposal. The president is urging Republican leaders to work on a deal rather than "engaging in political exercises that increase the possibility that taxes go up on every American." The White House and Congress must reach an agreement before the end of the year to prevent tax increases and mandatory sequestration adopted in last year's budget agreement.

There has been speculation that the budget agreement adopted this year, or early next year, could include an increase in the gasoline tax with the increased revenue used for short-term deficit reduction and/or infrastructure spending. The Simpson-Bowles budget plan proposed a gradual increase in the 18.4 cents federal tax by 15 cents per gallon over three years and indexing the tax to inflation. While Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA), incoming House Transportation Committee Chairman Bill Shuster (R-PA) and Ranking Member Nick Rahall (D-WV) all have speculated about the possibility of an increase in the gas tax, an increase seems unlikely since the chief negotiators are opposed. The Obama Administration has consistently opposed an increase in the gas tax, which he views as falling on the middle class and threatening the recovery, despite a series of budget proposals that would greatly increased investment in infrastructure spending. House Speaker John Boehner (R-OH) has recommended linking transportation spending to increased domestic energy production,

Solano Transportation Authority

December 19, 2012

Page 2

rather than increasing the tax. Rep. John Mica (R-FL), the current House T&I chair, has stated that he does not view an increase as a possibility. As long as the negotiations are continuing, the transportation industry will continue to promote a gas tax increase. The industry believes that an increase in the tax is more likely in the context of budget reform than in a transportation reauthorization bill.

The President has proposed \$50 billion in increased infrastructure spending as part of his budget proposal. Republicans have opposed the additional spending so its fate is uncertain.

### **Vehicle Miles Traveled Fee**

On December 13, 2012, Representative Earl Blumenauer (D-OR) introduced legislation (H.R. 6662) that would authorize a pilot program for the Department of the Treasury to study establishing a Vehicle Miles Traveled (VMT) fee to fund transportation infrastructure. The bill would authorize \$154 million to carry out the research, address privacy issues and fund grants for technology acquisition. The Oregon Department of Transportation has begun the second phase of a pilot project that will expand the pool of users and test different collection methods as a follow-up to the original pilot. Those in favor of imposing a VMT fee view it as an alternative to the gas tax since gas tax revenues are continuing to shrink due to greater vehicle fuel efficiencies and fewer miles traveled. The Highway Trust Fund will require almost \$15 billion a year in addition to current gas tax receipts simply to maintain 2009 funding levels by the end of 2014.

### **MAP-21 Acceleration of Project Delivery Provisions**

On November 28, DOT's Office of Inspector General announced plans to [audit DOT's project delivery reforms carried out under MAP-21](#). Subtitle C of MAP-21 directs the Department to identify and implement reforms that will reduce the time and money required to plan, design, and construct surface transportation projects. The announcement stated that the IG would use a three-phase approach. In Phase 1, the IG will review DOT's plans to carry out provisions of Subtitle C, assess the status of planned actions and identify significant challenges that could affect DOT's timely implementation of the plans. The IG intends to develop specific audit objectives for the second and third review phases of the audit.

### **GAO Report**

On November 13, the Government Accountability Office (GAO) issued a report ([Maritime Infrastructure: Opportunities Exist to Improve the Effectiveness of Federal Efforts to Support the Marine Transportation System](#)) recommending that DOT and the U.S. Army Corps of Engineers coordinate investments in the marine transportation system, including ports, navigable

Solano Transportation Authority

December 19, 2012

Page 3

waterways, railroads and highways. The report identifies the Alameda Corridor, a 20-mile, \$2.4 billion railroad express line linking the ports of Los Angeles and Long Beach to the transcontinental rail network east of downtown Los Angeles, as an example of a major port connector that facilitates the movement of containerized freight to the East Coast as well as the Midwest. The GAO estimated that about 90 percent of America's overseas imports and exports move by ship, making the involvement of the Corps of Engineers in the national freight plan “particularly important.”

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<a href="#">TCSP</a>	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	<b>\$29 million</b>	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	<b>Vallejo Downtown Streetscape Project. \$1,150,000 awarded 08/02/12</b>	David Kleinschmidt
<a href="#">State of Good Repair*</a>	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$650 million</b>	<i>(Due to MTC 2/22/2012)</i> 3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	<b>\$1.5M FAST for replacement buses</b>	Mona Babauta

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER IV Discretionary Grant*</a>	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	<b>\$500 million</b>	Deadline for Pre-Applications-02/20/12  Deadline for Final Applications-03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/ Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
<a href="#">Veterans Transportation and Community Living Initiative (VTCLI)*</a>	VeteransTransportation@dot.gov	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
<a href="#">Clean Fuels*</a>	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	<b>\$51.5 million</b>	(Due to MTC 2/15/2012)  4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
<a href="#">Bus Livability*</a>	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$125 million</b>	(Due to MTC 2/22/2012)  3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities).  FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>Economic Development Assistance Programs - Economic Adjustment Assistance Program</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	FY2012: 12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	Tony DeSimone FHWA Office of Program Administration 317-226- 5307 Anthony.DeSimone@dot. gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	<b>\$22 million</b>	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202- 566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	<b>\$75,000 per recipient in contractor support</b>	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013</b>	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	<b>\$25 million</b>	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	<b>\$20 million</b>	6/4/2012	Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Innovative Transit Workforce Development Program</a>	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposals minimum \$100,000 and maximum \$1,000,000.		
<a href="#">Transit Safety Research - Pedestrian Collision Warning Pilot Project</a>	Roy Chen, FTA Office of Technology, <a href="mailto:RoyWeiShun.Chen@dot.gov">RoyWeiShun.Chen@dot.gov</a> ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses.FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		
<a href="#">Economic Development Assistance; Strong Cities</a>	Seattle Regional Office: Richard Berndt <a href="mailto:richard.a.berndt@eda.gov">richard.a.berndt@eda.gov</a> ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		

## M E M O R A N D U M

December 31, 2012

To: Solano Transportation Authority  
From: Susan Lent  
Re: 2013 Strategy

I have reviewed the Solano Transportation Authority's Legislative Priorities and Platform and outlined below a proposed strategy for 2013.

I. Monitor the Department of Transportation's Implementation of MAP-21 and Advise STA of Developments and Opportunities to Comment on Proposed Regulations and Policies

While MAP-21 authorizes funding for only two years and expires on September 30, 2014, it makes significant changes to the federal transportation program, including streamlining the number of highway and transit programs, requiring states, metropolitan planning organizations and transit agencies to develop performance measurements and advance projects that are consistent with the performance measurements, significantly increasing funding for TIFIA (low cost) loans and streamlining the environmental review process. We are closely monitoring DOT notices regarding implementation of MAP-21 and will advise STA of new requirements (including the need for transit agencies to develop asset management plans) and opportunities for STA to take advantage of new programs and funding sources. We also will suggest opportunities for STA to comment on proposed rules and policies, such as the state freight plan policy.

II. Identify and Advocate for Grant Opportunities

MAP-21 eliminated most discretionary transportation programs with the exception of a limited number of programs, including projects of national and regional significance, transit capital investment grants program (bus rapid transit and rail), and ferry boat discretionary projects. Other funding was not cut; it simply is subsumed within the formula programs. Congress passed a continuing resolution funding the Department of Transportation and other federal agencies through March 27, 2013. We do not know if Congress will continue to fund the TIGER program or will fund projects of national and regional significance or both programs, but we will monitor closely. The Senate has strongly supported the TIGER program in the past. We should identify the project for which STA will seek a TIGER grant in 2013 so that we are prepared to develop the application assuming the program is funded. I would recommend identifying a project with

Solano Transportation Authority  
December 31, 2012  
Page 2

the broadest base of support, including potentially from MTC, and the largest number of objective benefits consistent with DOT's priorities (i.e., congestion relief, livability, goods movement).

In addition to DOT grants we will continue to bring other grant opportunities to your attention, including Environmental Protection Agency (EPA) grants, which have funded clean fuel buses in the past.

III. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions

With MAP-21 expiring on September 30, 2014, the House and Senate transportation committees are expected to begin drafting reauthorization legislation later in 2013. The House Transportation Committee will have a new Chairman, Bill Shuster (R-PA), and Congressman Garamendi will be a Committee member. We should identify STA priorities for the reauthorization and work closely with Congressman Garamendi to advance those priorities. While MAP-21 made major changes to the program, incoming Chairman Shuster will want to make additional changes to the program. Senator Barbara Boxer will continue to chair the Senate Environment and Public Works Committee, which also provides an opportunity for STA to advance its priorities. STA should continue to discuss its priorities with MTC and attempt to develop common positions. We should be in a position to discuss STA priorities during the Board trip to D.C. In addition to discussing specific projects, we also should advance broader policy objectives, including separate funding for trade corridors, funding for safe routes to schools, funding for clean fuel buses and other priorities outlined in STA's Legislative priorities and Platform.

IV. Schedule annual Board Trip to D.C. to Meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

We recommend scheduling a Board trip to D.C. While Congress is not currently earmarking funds, there continue to be opportunities for STA to influence the process in Washington to advance its objectives. We recommend the following meetings:

- (1) Meet with STA congressional delegation to discuss STA projects and other priorities;
- (2) Meet with House and Senate transportation committee staff to discuss priorities for reauthorization;

Solano Transportation Authority

December 31, 2012

Page 3

- (3) Meet with DOT to discuss potential TIGER project assuming program continues to be funded;
- (4) Meet with FTA to discuss asset management plan requirement and joint development program.
- (5) Meet with TIFIA program office to discuss potential loan for express lanes and/or transit centers.
- (6) Meet with EPA to discuss Diesel Emissions Reduction Grants.
- (7) Other meetings based on further discussion of STA priorities and issues.

Please let me know if you have any questions.

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Solano Transportation Authority

... working for you!

December 21, 2012

The Honorable Max Baucus  
Chairman  
Committee on Finance  
U.S. Senate  
219 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Orrin Hatch  
Ranking Member  
Committee on Finance  
U.S. Senate  
219 Dirksen Senate Office Building  
Washington , DC 20510

Dear Chairman Baucus and Ranking Member Hatch:

We are writing to ask for your support in ensuring that Congress extends the transit commuter tax benefit and alternative fuels tax credit before they expire on December 31.

Solano Transportation Authority is a joint powers agency comprised of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano County. STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

Solano County has a robust vanpool and transit system and a growing number of transit riders. STA supports the extension of the pre-tax transit benefit -- keeping it on par with parking benefits. The American Recovery and Reinvestment Act (ARRA) temporarily established parity between parking and transit/vanpool benefits; however the transit/vanpool portion of the benefit was reduced from \$230 to \$125 per month on January 1, 2012. Unless Congress acts, a financial bias in the tax code against transit use will continue at a time when gas prices, greenhouse gas emissions and oil dependence are of utmost concern, and would effectively raise taxes on employers and transit riders.

The current extenders proposal provides parity between transit and parking benefits at \$240 per month through December 31, 2013. Transit commuters across the country have been significantly impacted as many transit systems were forced to raise fares during the same time frame that transit benefits were reduced. Furthermore, the maximum monthly parking benefit increased in 2012 to \$240 per month at the same time transit benefits were reduced. Reduction of the transit benefit would have serious financial ramifications for transit commuters around the country

Congress also should extend the tax credit for alternative fuels and fueling infrastructure. This tax credit is an important source of revenue for transit agencies that utilize natural gas for all or some of their fleet. The alternative fuels tax credit allows transit agencies that use natural gas to receive a 50 cent credit per gallon equivalent tax refund.



Solano Transportation Authority

... working for you!

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

Email: [staplan@sta-snci.com](mailto:staplan@sta-snci.com) ♦ Website: [sta.ca.gov](http://sta.ca.gov)

We understand that we are living in difficult economic times. We urge you, however, to consider the importance of public transportation to our economy and quality of life when you make fiscal decisions.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jack Batchelor, Jr." The signature is written in a cursive style with a large initial 'J' and a stylized 'A'.

Jack Batchelor, Jr., Chair  
Mayor, City of Dixon

Cc: Senator Dianne Feinstein  
Senator Barbara Boxer  
STA Board of Directors



December 21, 2012

The Honorable Dave Camp  
Chairman  
Committee on Ways and Means  
1102 Longworth House Office Building  
Washington, DC 20515

The Honorable Sander Levin  
Ranking Member  
Committee on Ways and Means  
1102 Longworth House Office Building  
Washington , DC 20515

Dear Chairman Camp and Ranking Member Levin:

We are writing to ask for your support in ensuring that Congress extends the transit commuter tax benefit and alternative fuels tax credit before they expire on December 31.

Solano Transportation Authority is a joint powers agency comprised of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano County. STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

Solano County has a robust vanpool and transit system and a growing number of transit riders. STA supports the extension of the pre-tax transit benefit -- keeping it on par with parking benefits. The American Recovery and Reinvestment Act (ARRA) temporarily established parity between parking and transit/vanpool benefits; however the transit/vanpool portion of the benefit was reduced from \$230 to \$125 per month on January 1, 2012. Unless Congress acts, a financial bias in the tax code against transit use will continue at a time when gas prices, greenhouse gas emissions and oil dependence are of utmost concern, and would effectively raise taxes on employers and transit riders.

The current extenders proposal provides parity between transit and parking benefits at \$240 per month through December 31, 2013. Transit commuters across the country have been significantly impacted as many transit systems were forced to raise fares during the same time frame that transit benefits were reduced. Furthermore, the maximum monthly parking benefit increased in 2012 to \$240 per month at the same time transit benefits were reduced. Reduction of the transit benefit would have serious financial ramifications for transit commuters around the country

Congress also should extend the tax credit for alternative fuels and fueling infrastructure. This tax credit is an important source of revenue for transit agencies that utilize natural gas for all or some of their fleet. The alternative fuels tax credit allows transit agencies that use natural gas to receive a 50 cent credit per gallon equivalent tax refund.



Solano Transportation Authority

... working for you!

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

Email: [staplan@sta-snci.com](mailto:staplan@sta-snci.com) ♦ Website: [sta.ca.gov](http://sta.ca.gov)

We understand that we are living in difficult economic times. We urge you, however, to consider the importance of public transportation to our economy and quality of life when you make fiscal decisions.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jack Batchelor, Jr." with a stylized flourish at the end.

Jack Batchelor, Jr., Chair  
Mayor, City of Dixon

Cc: Congressman George Miller  
Congressman John Garamendi  
Congressman Dan Lungren  
STA Board of Directors

**Senate Constitutional Amendment****No. 4****Introduced by Senator Liu**

December 3, 2012

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Senate Constitutional Amendment No. 4—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

## LEGISLATIVE COUNSEL'S DIGEST

SCA 4, as introduced, Liu. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of  $\frac{2}{3}$  of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote:  $\frac{2}{3}$ . Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

- 1 *Resolved by the Assembly, the Senate concurring,* That the
- 2 Legislature of the State of California at its 2011–12 Regular
- 3 Session commencing on the sixth day of December 2010,
- 4 two-thirds of the membership of each house concurring, hereby

1 proposes to the people of the State of California that the  
2 Constitution of the State be amended as follows:

3 First—That Section 4 of Article XIII A thereof is amended to  
4 read:

5 Section 4. ~~Cities, Counties and special districts,~~ *Except as*  
6 *otherwise provided by Section 2 of Article XIII C, a city, county,*  
7 *or special district, by a two-thirds vote of the qualified electors of*  
8 ~~such district~~ *its voters voting on the proposition,* may impose  
9 ~~special taxes on such district~~ *a special tax within that city, county,*  
10 *or special district, except an ad valorem taxes tax on real property*  
11 *or a transaction transactions tax or sales tax on the sale of real*  
12 *property within such City, County that city, county, or special*  
13 *district.*

14 Second—That Section 2 of Article XIII C thereof is amended  
15 to read:

16 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding  
17 any other provision of this Constitution:

18 (a) ~~All taxes~~ *A tax* imposed by any local government ~~shall be~~  
19 ~~deemed to be~~ *is* either a general taxes tax or a special taxes. Special  
20 ~~purpose districts~~ *tax. A special district or agencies agency,*  
21 ~~including a school districts, shall have~~ *district, has no power*  
22 ~~authority to levy a general taxes tax.~~

23 (b) ~~No~~ *A* local government ~~may~~ *shall not* impose, extend, or  
24 increase any general tax unless and until that tax is submitted to  
25 the electorate and approved by a majority vote. A general tax ~~shall~~  
26 ~~is not be~~ deemed to have been increased if it is imposed at a rate  
27 not higher than the maximum rate so approved. The election  
28 required by this subdivision shall be consolidated with a regularly  
29 scheduled general election for members of the governing body of  
30 the local government, except in cases of emergency declared by  
31 a unanimous vote of the governing body.

32 (c) Any general tax imposed, extended, or increased, without  
33 voter approval, by any local government on or after January 1,  
34 1995, and prior to the effective date of this article, ~~shall~~ *may*  
35 continue to be imposed only if *that general tax is* approved by a  
36 majority vote of the voters voting in an election on the issue of the  
37 imposition, which election ~~shall be~~ *is* held ~~within two years of the~~  
38 ~~effective date of this article~~ *no later than November 6, 1998,* and  
39 in compliance with subdivision (b).

1 (d) ~~No~~-(1) *Except as otherwise provided in paragraph (2), a*  
2 *local government may shall not impose, extend, or increase any*  
3 *special tax unless and until that tax is submitted to the electorate*  
4 *and approved by a two-thirds vote of the voters voting on the*  
5 *proposition. A special tax shall is not be deemed to have been*  
6 *increased if it is imposed at a rate not higher than the maximum*  
7 *rate so approved.*

8 (2) *The imposition, extension, or increase of a special tax by a*  
9 *local government for the purpose of providing funding for local*  
10 *transportation projects under its jurisdiction, as may otherwise*  
11 *be authorized by law, requires the approval of 55 percent of the*  
12 *voters voting on the proposition. A special tax for the purpose of*  
13 *providing funding for local transportation projects is not deemed*  
14 *to have been increased if it is imposed at a rate not higher than*  
15 *the maximum rate previously approved in the manner required by*  
16 *law. The Legislature shall define local transportation projects for*  
17 *purposes of this paragraph.*

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**Senate Constitutional Amendment****No. 8****Introduced by Senator Corbett**

December 14, 2012

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Senate Constitutional Amendment No. 8—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

## LEGISLATIVE COUNSEL'S DIGEST

SCA 8, as introduced, Corbett. Transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of  $\frac{2}{3}$  of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote:  $\frac{2}{3}$ . Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

- 1 *Resolved by the Senate, the Assembly concurring,* That the
- 2 Legislature of the State of California at its 2013–14 Regular
- 3 Session commencing on the third day of December 2012,
- 4 two-thirds of the membership of each house concurring, hereby

1 proposes to the people of the State of California that the  
2 Constitution of the State be amended as follows:

3 First—That Section 4 of Article XIII A thereof is amended to  
4 read:

5 Section 4. ~~Cities, Counties and special districts,~~ *Except as*  
6 *otherwise provided by Section 2 of Article XIII C, a city, county,*  
7 *or special district, by a two-thirds vote of the qualified electors of*  
8 ~~such district~~ *its voters voting on the proposition,* may impose  
9 ~~special taxes on such district~~ *a special tax within that city, county,*  
10 *or special district, except an ad valorem taxes tax on real property*  
11 *or a transaction transactions tax or sales tax on the sale of real*  
12 *property within such City, County that city, county, or special*  
13 *district.*

14 Second—That Section 2 of Article XIII C thereof is amended  
15 to read:

16 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding  
17 any other provision of this Constitution:

18 (a) ~~All taxes~~ *A tax* imposed by any local government ~~shall be~~  
19 ~~deemed to be~~ *is* either a general taxes tax or a special taxes. Special  
20 ~~purpose districts~~ *tax. A special district or agencies agency,*  
21 ~~including a school districts, shall have~~ *district, has no power*  
22 ~~authority to levy a general taxes tax.~~

23 (b) ~~No~~ *A* local government ~~may~~ *shall not* impose, extend, or  
24 increase any general tax unless and until that tax is submitted to  
25 the electorate and approved by a majority vote. A general tax ~~shall~~  
26 ~~is not be~~ deemed to have been increased if it is imposed at a rate  
27 not higher than the maximum rate so approved. The election  
28 required by this subdivision shall be consolidated with a regularly  
29 scheduled general election for members of the governing body of  
30 the local government, except in cases of emergency declared by  
31 a unanimous vote of the governing body.

32 (c) Any general tax imposed, extended, or increased, without  
33 voter approval, by any local government on or after January 1,  
34 1995, and prior to the effective date of this article, ~~shall~~ *may*  
35 continue to be imposed only if *that general tax is* approved by a  
36 majority vote of the voters voting in an election on the issue of the  
37 imposition, which election ~~shall be~~ *is* held ~~within two years of the~~  
38 ~~effective date of this article~~ *no later than November 6, 1998,* and  
39 in compliance with subdivision (b).

1 (d) ~~No~~ (1) *Except as otherwise provided in paragraph (2), a*  
2 *local government may shall not impose, extend, or increase any*  
3 *special tax unless and until that tax is submitted to the electorate*  
4 *and approved by a two-thirds vote of the voters voting on the*  
5 *proposition. A special tax shall is not be deemed to have been*  
6 *increased if it is imposed at a rate not higher than the maximum*  
7 *rate so approved.*

8 (2) *The imposition, extension, or increase of a special tax by a*  
9 *local government for the purpose of providing funding for*  
10 *transportation projects under its jurisdiction, as may otherwise*  
11 *be authorized by law, requires the approval of 55 percent of the*  
12 *voters voting on the proposition. A special tax for the purpose of*  
13 *providing funding for transportation projects is not deemed to*  
14 *have been increased if it is imposed at a rate not higher than the*  
15 *maximum rate previously approved in the manner required by law.*  
16 *The Legislature shall define transportation projects for purposes*  
17 *of this paragraph.*

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DATE: January 17, 2013  
TO: STA TAC  
FROM: Sara Woo, Associate Planner  
RE: Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review

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**Background:**

The Solano Transportation Authority (STA) administers two countywide plans that implement bicycle and pedestrian transportation. They are the Countywide Bicycle Transportation Plan and the Countywide Pedestrian Transportation Plan. Each plan identifies priority projects on a countywide basis.

Both the Bicycle and Pedestrian Priority Projects Lists are developed through a collaborative effort between the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), STA staff, and the appropriate public works and planning staff from their jurisdiction.

This creates a consistent foundation for the delivery and funding of projects in Solano County. An annual review of the projects lists are conducted to ensure that the lists are up to date as projects are completed and priorities change at the local level.

**Discussion:**

During February/March 2013, both committees will be reviewing their priority projects in consideration for Transportation Development Act (TDA) Article 3 funding. The bicycle priority projects identified by the BAC and pedestrian priority projects identified by the PAC will be considered as part of a larger funding plan that includes OneBayArea Grant (OBAG) funding.

The following bicycle and pedestrian identified priority projects were submitted for OBAG Funding Consideration:

Bicycle:

- Solano County Vacaville-Dixon Bike Route (BAC Tier 1)\*
- Solano Countywide Wayfinding Signage Program (BAC/PAC Tier 1)
- Benicia Park Road/Industrial Way Bicycle Route (BAC Tier 2)
- Dixon Vacaville-Dixon Bicycle Route Project: Porter Road
- Rio Vista Loop: Church Road (BAC Tier 2)
- Suisun City Petersen Road Bicycle Path (BAC Tier 2)
- Solano County Putah Creek Road (BAC Tier 2)
- Vacaville Ulatis Creek Bike Path (BAC/PAC Tier 2)\*
- Vallejo Georgia Street Corridor Bicycle Improvements (BAC Tier 2)

Pedestrian:

- Vallejo Downtown Streetscape Improvements (PAC Tier 1)\*
- Solano Countywide Wayfinding Sign Program (BAC/PAC Tier 1)
- Benicia First Street Streetscape (Pedestrian) Improvements (PAC Tier 2)\*
- Dixon Specified Safe Routes to School Enhancements (PAC Tier 2)
- Fairfield West Texas Gateway Access (PAC Tier 2)\*
- Rio Vista Waterfront Promenade (PAC Tier 2)\*
- Suisun Train Station Improvements (PAC Tier 2)\*
- Solano County Tri-City and County Regional Trail Connections (PAC Tier 2)
- Vacaville Ulatis Creek Bicycle Facilities (BAC/PAC Tier 2)\*
- Vallejo - unspecified, preference in initial planning was to maintain Downtown Streetscape Project as sole priority project

\*Project submitted for OBAG

Tier 1 Projects - projects that are construction-ready and/or identified as a countywide priority by the BAC and/or PAC.

Tier 2 Projects - projects identified as local priorities by the BAC, PAC, planning staff, and public works staff from each jurisdiction. Projects in Tier 2 are not ranked, but listed in alphabetical order by agency. Tier 2 projects are eligible for consideration for Tier 1 as Tier 1 projects are completed or when funding is available.

Tier 3 Projects - remaining projects identified bicycle and pedestrian transportation plans.

Attachment A shows the current complete list Bicycle Priority Projects. Attachment B shows the current complete list of Pedestrian Priority Projects. Project sponsors are invited to attend and provide project presentations at the March BAC and PAC meetings.

**Fiscal Impact:**

None to the STA General Budget. These projects will be considered for TDA Article 3 funding by the STA BAC (on March 7th) and PAC (meeting to be rescheduled to the first week of March).

**Recommendation:**

Forward a recommendation to the STA BAC and PAC to consider the priority bicycle and pedestrian projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B.

Attachments:

- A. 2013 Bicycle Priority Projects List
- B. 2013 Pedestrian Priority Projects List

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

*Designed – greater than 35% PS&E and an approved environmental document*

*Preliminary Design – greater than 10% but less than 35% PS&E*

*Planned – less than 10% PS&E*

*\* in CTP list*

**SOLANO TRANSPORTATION AUTHORITY PRIORITY BICYCLE PROJECTS LIST**

**(Last Approved by the STA Board on December 14, 2011)**

**New line items in each table are highlighted.**

**TIER 1 BICYCLE PROJECTS (in priority order)**

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Solano County	Vacaville-Dixon Bike Route: Hawkins Road*	Pitt School Road to Leisure Town Road	Construct remaining 3.0 mile class II bicycle route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road Portion of the project have been constructed. Two miles of Hawkins Road have been completed.  This project was also submitted by City of Dixon. *This project is supported by the STA BAC as a priority long-term project	Env/Design funded in Cycle 1 through Regional Bicycle Program funds. \$362,000 environmental clearance fully funded in 2010. <b>\$2,800,000</b> construction shortfall.
2.	STA	Solano County Wayfinding Sign Program	Various projects/routes/ locations	Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system.  Phase I: Purchase Bike Route Signs for Solano County	Planned. Cost to complete study undefined.  \$15,000 in signs are being ordered
3.	Dixon	West B Street Bicycle Pedestrian Undercrossing (rail platform access tunnel)*	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.	<b>Moved to Projects In Progress.</b>

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

*Designed – greater than 35% PS&E and an approved environmental document*

*Preliminary Design – greater than 10% but less than 35% PS&E*

*Planned –less than 10% PS&E  
\* in CTP list*

**TIER 2 BICYCLE PROJECTS (in alphabetical order by agency)**

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Benicia	Park Road/Industrial Way Bicycle Route	Benicia Bridge Bikeway to Lake Herman Road	Phase I: Construct Class III Bicycle Route on Park Road from the Benicia Bridge Bikeway to Industrial Way.  Phase II: Construct Class III Bicycle Route on Industrial Way from Park Road to Lake Herman Road.	Planned
2.	Dixon	Vaca-Dixon Bicycle Route: Porter Road	A Street to Pitt School Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
3.	Fairfield	Linear Park Pathway	Dover Avenue to Cement Hill Road	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
4.	Rio Vista	Rio Vista Loop: Church Road	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
5.	Suisun City	Petersen Road Bicycle Path	Walters Road to Suisun City Sports Complex	Construct a Class I bikeway on Petersen Road from Walters Road to Suisun City Sports Complex. Part of the Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate access improvements.  This is a route of regional significance.	Planned
6.	Solano County	Putah Creek Road	Pleasants Valley Road to Stevenson Bridge Road	1.3 mile class II bicycle lanes on Putah Creek Road from Pleasants Valley Road to Stevenson Bridge Road.	Planned
7.	Vacaville	Ulatis Creek Bicycle Facilities	Ulatis Drive to Leisure Town Road  Allison Drive to I-80	Construct Class I off-street bicycle path, and Class II bicycle lanes at various locations along Ulatis Creek from Vaca Valley Road to Leisure Town Road. Various segments are either planned or preliminary design (depending on location).	Planned
8.	Vallejo	Georgia Street Corridor Bicycle Improvements	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned

ID	Agency	Project Name	From/To	Description	Status/ Comments
9.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Plan being updated (2013)

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

*Designed – greater than 35% PS&E and an approved environmental document*

*Preliminary Design – greater than 10% but less than 35% PS&E*

*Planned – less than 10% PS&E*

*\* in CTP list*

**PROJECTS CURRENTLY IN PROGRESS**

ID	Agency	Project Name	From/To	Description	Status/ Comments
1.	Suisun City	Grizzly Island Trail	Grizzly Island Road to Mariana Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design; <b>\$2,100,000</b> committed; fully funded. \$814,000 recommended STA funding. \$900,000 local SR2S grant secured.
2.	Dixon	West B Street Bicycle-Pedestrian Undercrossing	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily.	Designed. \$6.7 M. Env cleared. Construction-ready to begin Spring/Summer 2013

**COMPLETED BICYCLE PROJECTS**

<b>ID</b>	<b>Agency</b>	<b>Project Name</b>	<b>From/To</b>	<b>Description</b>	<b>Status/ Comments</b>
1.	Dixon	Bicycle Racks at City Facilities	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	<i>Construction Completed</i>
2.	Fairfield	McGary Road	Red Top Road to Hiddenbrooke Parkway	Construction of class II bicycle lanes on both sides of McGary Road.	<i>Construction Completed</i>
3.	Vallejo	McGary Road	Vallejo City Limit to Hiddenbrooke Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	<i>Construction Completed</i>
4.	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<i>Construction Completed</i>
5.	Suisun City	Central County Bikeway	SR12 to Main Street	Connects downtown Suisun City with bikeway network to other residential areas of the city.	<i>Construction Completed</i>
6.	Benicia	East West Corridor Bicycle Connection	Park Road to First Street	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the east-west corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	<i>Completed fall 2012</i>
7.	Dixon	Vaca-Dixon Bicycle Route: North Adams Street	SR 113 to Porter Road  A Street to Pitt School Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions  Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	<i>Completed</i>
8.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). Install sharrows, bike route signs, improve crosswalks, and lighting. The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	<i>Completed</i>

Project Status key:

*Permitted and Ready to Construct* – all permits and funding secured

*Designed* – greater than 35% PS&E and an approved environmental document

*Preliminary Design* – greater than 10% but less than 35% PS&E

*Planned* – less than 10% PS&E

\*In CTP List

**SOLANO TRANSPORTATION AUTHORITY PRIORITY PEDESTRIAN PROJECTS LIST**

**(Last Approved by the STA Board on December 14, 2011)**

**New line items in each table are highlighted.**

**TIER 1 PEDESTRIAN PROJECTS (in priority order)**

Agency	Project Name	From/To	Description	Status/Comments
1. Dixon	West B Street Bicycle Pedestrian Undercrossing (rail platform access tunnel)*	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.	Moved to Projects In Progress.
1. Vallejo	Downtown Vallejo Streetscape Improvements (TLC/PDA eligible)	Various Areas in Downtown Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	Designed. ~\$4,900,000 construction shortfall.
2. STA	Solano County Wayfinding Sign Program	Various projects/routes/locations	Install common wayfinding signage on all existing and future segments of the Solano Pedestrian Network. Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system.	Planned. Cost to complete study undefined.

**TIER 2 PEDESTRIAN PROJECTS**

	<b>Agency</b>	<b>Project Name</b>	<b>From/To</b>	<b>Description</b>	<b>Status/Comments</b>
1.	Benicia	First Street Streetscape Project* (TLC/PDA eligible)	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
2.	Dixon	Specified Safe Routes to School Enhancements	TBD as identified in SR2S Plan	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan.	Planned
3.	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
4.	Rio Vista	Sacramento River Waterfront Improvements*	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
5.	Suisun City	Rail Station Improvements (Planned PDA)	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, and rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned
6.	Solano County	Tri-City and County Regional Trail Connections	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
7.	Vacaville*	Ulatis Creek Bicycle Facilities*	Phase 2: Allison Drive to I-80	Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Allison Drive to I-80. Various segments are either Planned or Preliminary Design (depending upon location). Phase 2: Allison Drive to I-80.	Further design needed for env. clearance. Funding shortfall undefined.
8.	Vallejo	TBD	TBD	TBD	TBD
9.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

*Project Status key:*  
Permitted and Ready to Construct – all permits and funding secured  
Designed – greater than 35% PS&E and an approved environmental document  
Preliminary Design – greater than 10% but less than 35% PS&E  
Planned – less than 10% PS&E  
 \*In CTP List

**PROJECTS CURRENTLY IN PROGRESS**

Agency	Project Name	From/To	Description	Status/Comments
1. Suisun City*	Grizzly Island Trail*	Grizzly Island Road to Marina Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Under construction.
2. Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements*	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Completed
3. Vacaville*	Ulatis Creek Bike Facilities*	Phase 1: Ulatis Creek to Leisure Town Road	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location).  Phase 1: Ulatis Drive to Leisure Town Road	Permitted and Ready to Construct
4. Dixon	West B Street Bicycle-Pedestrian Undercrossing	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily.	Construction to begin Summer 2013.

**COMPLETED PEDESTRIAN PROJECTS**

	Agency	Project Name	From/To	Description	Status/Comments
1.	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<i>Construction Completed</i>
2.	Solano County	Old Town Cordelia*	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	<i>Construction Completed</i>
3.	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path*	Marina Boulevard to Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<i>Construction Completed</i>



DATE: January 17, 2013  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: Authorize Implementation of a Regional Measure 2 (RM2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects

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**Background:**

On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM2 funding for projects and programs, and both MTC and the STA are project sponsors for most of Solano County capital RM2 projects for a total of \$184 M with the STA. The Cities of Benicia, Fairfield, Vacaville and Vallejo, and SolTrans serve as project implementing agencies, depending on the project.

**Discussion:**

*MTC Programming and Allocations Committee (PAC), March 2014 Allocation Deadline*

On October 10, 2012, MTC staff updated the Programming and Allocations Committee on the progress to deliver nearly \$1.5 B in RM2 funding, \$300 M of RM2 funds which has yet to be allocated (Attachment A). MTC staff discussed potential consideration of a March 2014 allocation deadline to address significant unallocated balances. Between October 2012 and January 2013, STA staff has met with various RM2 project sponsors in Solano County to draft a RM2 delivery strategy that balances the need to deliver projects in the short-term while focusing RM2 funding on regional priorities.

*Solano County RM2 Capital Project Balance*

Attached is a summary of all Solano County RM2 programming, allocations, unallocated balance, cash flow and cost savings (Attachment B): \$84 M for Transit & Rail Capital projects and \$100 M for Highway projects. \$136.2 M has been allocated by MTC to project sponsors leaving \$47.8 M unallocated. Of the \$136.2 M allocated, project sponsors have billed \$88.5 M of project expenses to MTC. This leaves \$47.3 M in motion for current projects or saved from completed projects. Below are identified amounts of RM2 project cost savings that can be redistributed between RM2 project priorities through MTC's public hearing process.

<b>Project (RM2 #)</b>	<b>Unallocated + Allocation Balance</b>	<b>Potential Cost Savings (Project Status)</b>
Fairfield Transportation Center (6.3 & 17.2)	\$ 7.7 M	TBD potential to transfer to Fairfield/Vacaville Station
Vacaville Intermodal Station (6.4 & 17.3)	\$ 3.2 M	\$ 3.2 M (Phase I complete, total savings)
Vallejo Ferry Terminal (5)	\$ 19.5 M	\$12.5 M (Estimated \$7 M needed for Post Office relocation and Surface Lot Improvements)
Vallejo Curtola Transit Center (6.1 & 17.1)	\$ 10.6 M	Potential Shortfall (Phase 1A in design)
Various STA Highway projects (7.1, 7.2, 7.3, 7.4, and 7.5)	\$ 26.5 M	About \$6 M in savings from completed projects
	<b>\$ 67.5 M</b>	<b>\$ 21.7 M</b> <b>(Pending further analysis)</b>

*Shift RM2 Funding to Deliver Near-Term Vallejo RM2 Projects and Advance Vallejo I-80 Express Lanes*

Based on RM2 funding data from MTC, the Vallejo Station project is currently carrying a balance of \$19.5 M of either unallocated funding or allocation balance not yet reimbursed for project expenses. Based on discussions between MTC staff, City of Vallejo staff, and SolTrans staff, STA staff is recommending shifting RM2 funding amounts between various RM2 projects to deliver three (3) near-term project phases over the next 3 years (Attachment C):

- Vallejo Ferry Intermodal Station (-\$14.5 M)
  - City of Vallejo staff has estimated that \$7 M would be needed to relocate the Post Office at Georgia St & Santa Clara St as well as provide a new surface parking lot. STA staff has requested further review by City of Vallejo staff to refine and confirm this estimate prior to STA Board action by February 13, 2013.
- Vallejo Curtola Transit Center (+ \$2 M)
  - STA staff anticipates that Soltrans will need additional funding to construct most of the passenger amenities and potentially additional photovoltaic (PV) solar panels to reduce operations and maintenance costs.
- I-80 High Occupancy / Express Lanes (+ 10.5 M)
  - While the STA has secured funding to advance express lanes studies and environmental documents and design for the conversion of I-80 High Occupancy Vehicle (HOV) lanes in Fairfield and the extension of new lanes up to I-505 in Vacaville, the STA has not been able to fund nor develop express lanes plans for the segment of I-80 through Vallejo since the approval by Caltrans of the Project Study Report for I-80 HOV Lanes in Vallejo proposed by STA in 2009. To advance this project including corridor economic studies, more funding will be needed.

### *MTC Public Hearing Process to Shift Funds*

Should the STA Board approve of this shift of RM2 funds, MTC is required to hold a public hearing to shift funding between RM2 projects, as required by RM2 legislation. In addition to approval the STA, part of this process will include approval from the City of Vallejo to shift remaining Vallejo Station funding to other RM2 projects. STA staff is targeting a March 2013 MTC public hearing date to complete this shift.

Following consultation with other project sponsors, STA staff will present to the TAC and the STA Board the Solano RM 2 Implementation Plan. This is anticipated to occur by later this fiscal year. This initial shift is being advanced to make additional funds available to Curtola Transit Center for construction in 2013 and continue the project development process for I-80 Express Lanes through Vallejo.

### **Fiscal Impact:**

Should MTC approve the RM2 funding shift, additional funding (up to \$10.5 M) would be available for an allocation request by the STA to begin further study of the I-80 Express Lanes project in Vallejo and would complete the funding for the Curtola Park and Ride Phase 1 project. Funding would remain to complete the relocation of the Vallejo Post Office and to construct a surface parking lot. This funding would be amended into the STA's FY 2013-14 Budget by the STA Board at a later date.

### **Recommendation:**

Forward a recommendation to the STA Board to authorize a funding shift from RM 2 Project No. 5 (Vallejo Station) of up to \$19.5 M to RM 2 Project No. 6 and to I-80 Express Lanes, subject to approval by the City of Vallejo, with priority given to:

1. Vallejo Post Office Station Relocation;
2. Vallejo Station Surface Lot Improvements;
3. Vallejo Curtola Transit Center, and
4. I-80 Express Lanes in Vallejo

### Attachments:

- A. MTC Regional Measure 2 (RM2) Program update, 10-10-2012
- B. Solano County RM2 Project Balances, 12-19-2012
- C. Draft Vallejo RM2 Funding Strategy, 01-18-2013

## Metropolitan Transportation Commission Programming and Allocations Committee

October 10, 2012

Item Number 3a

### Regional Measure 2: Capital Program Monitoring

**Subject:** Regional Measure 2 Capital Program Update

**Background:** Regional Measure 2 (RM2) was passed in March 2004 and the Commission began allocating funds in July 2004. As of June 2012, MTC has approved more than \$1.2 billion in capital allocations, more than three-fourths of the \$1.5 billion available.

The attached staff presentation is the semiannual report for the RM2 capital program. The operating program update will be reported separately at a future meeting.

**Budget/Schedule Status:**

The number of projects 'On Track'/Completed has increased since the last update. 'On Track' signifies projects moving forward without any significant issues. However, there are still some projects considered 'At Risk' and 'High Risk'. Three projects totaling \$27 million have not yet been allocated RM2 funds due to major funding shortfalls or because the project scope is still under development. The attached slides and project status summary provide additional detail on major milestones and critical project issues.

**General Assessment:**

- The majority of projects are under construction and moving forward.
- Several sub-projects have been completed or are nearing completion; some were completed at costs lower than their budgets (as bid climate is still favorable), providing opportunities for additional relevant improvements.
- MTC is monitoring projects to minimize risk and provide opportunities for meaningful scope changes and addressing funding shortfalls.
- Some projects are experiencing implementation challenges due to insufficient funding, lack of consensus on scope, or complications in obtaining environmental approval.
- MTC is working with sponsors to provide direction, secure additional funds, or phase/down-scope the projects.
- Limited impacts to RM2 projects from elimination of redevelopment funding are anticipated at this time.
- Some RM2 projects were at risk of not meeting Corridor Mobility Improvement Account deadlines; funds have been moved to other projects or delivery schedules have been accelerated to meet CTC deadlines.
- Anticipated increase in commercial construction and High Speed Rail construction may strain contracting resources and lead to cost escalation in the next few years.

**Issues:** It is approaching nine years since passage of RM2. MTC will need to consider how to address projects that have significant unallocated balances. Staff will return with the next program update in Spring 2013 with further discussion of this project delivery issue. One approach under consideration is to establish an allocation deadline of March 2014 (10<sup>th</sup> anniversary of RM2 passage) for all projects, after which unallocated funds would be subject to redirection to other corridor projects.

**Recommendation:** Information.

**Attachments:** Presentation Slides  
Project Status Summary 92

## Solano County Regional Measure 2 Project Balances

Updated 12/19/2012

RM2 Project Number	Project Title	Sponsor	Implementing Agency	Programming & Allocations		Unallocated	Cash Flow and Cost Savings			Balance (11-29-2012)	
				RM2 Program (Programmed)	RM2 Program (Allocated)	Not yet allocated by MTC *	Reimbursed to date	Pending Reimbursement	Allocation Balance	Unallocated + Allocation Balance	
17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield (Benicia)	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,250,000	
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)	\$ 3,000,000	\$ 3,000,000	\$ -	\$ 476,807	\$ -	\$ 2,523,193	\$ 2,523,193	
6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield	\$ 5,500,000	\$ 1,000,000	\$ 4,500,000	\$ 15,000	\$ -	\$ 985,000	\$ 5,485,000	
17.2	Express Bus North - Fairfield Transportation Center	MTC	Fairfield	\$ 2,250,000	\$ -	\$ 2,250,000	\$ -	\$ -	\$ -	\$ 2,250,000	
			<i>total</i>	\$ 7,750,000	\$ 1,000,000	\$ 6,750,000	\$ 15,000	\$ -	\$ 985,000	\$ 7,735,000	
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA	Fairfield	\$ 22,250,000	\$ 5,715,000	\$ 16,535,000	\$ 976,930	\$ -	\$ 4,738,070	\$ 21,273,070	
6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	\$ 5,500,000	\$ 5,500,000	\$ -	\$ 3,236,422	\$ -	\$ 2,263,578	\$ 2,263,578	
17.3	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	\$ 1,750,000	\$ 1,750,000	\$ -	\$ 798,452	\$ -	\$ 951,548	\$ 951,548	
			<i>total</i>	\$ 7,250,000	\$ 7,250,000	\$ -	\$ 4,034,874	\$ -	\$ 3,215,126	\$ 3,215,126	
5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	\$ 28,000,000	\$ 17,359,354	\$ 10,640,646	\$ 8,154,862	\$ 330,150	\$ 8,874,342	\$ 19,514,988	
6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	\$ 6,000,000	\$ 1,500,275	\$ 4,499,725	\$ 1,070,341	\$ 47,587	\$ 382,347	\$ 4,882,072	
17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	\$ 5,750,000	\$ -	\$ 5,750,000	\$ -	\$ -	\$ -	\$ 5,750,000	
			<i>total</i>	\$ 11,750,000	\$ 1,500,275	\$ 10,249,725	\$ 1,070,341	\$ 47,587	\$ 382,347	\$ 10,632,072	
14.1	Benicia Siding Extension	CCJPA	CCJPA	\$ 2,750,000	\$ 2,750,000	\$ -	\$ 2,750,000	\$ -	\$ -	\$ -	
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	STA	\$ 30,300,000	\$ 28,000,000	\$ 2,300,000	\$ 21,835,192	\$ -	\$ 6,164,808	\$ 8,464,808	
7.2	Solano I-80 HOV Lanes from Red Top Rd to Airbase Parkway	STA	STA	\$ 11,000,000	\$ 10,922,008	\$ 77,992	\$ 10,245,581	\$ -	\$ 676,427	\$ 754,419	
7.3	Solano I-80/I-680/ SR 12 Interchange	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -	\$ 15,857,382	\$ -	\$ 542,618	\$ 542,618	
7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA	STA	\$ 25,900,000	\$ 25,900,000	\$ -	\$ 19,067,686	\$ -	\$ 6,832,314	\$ 6,832,314	
7.5	I-80 High Occupancy/Express Lanes	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -	\$ 4,049,672	\$ -	\$ 12,350,328	\$ 12,350,328	
			<i>total</i>	\$ 100,000,000	\$ 97,622,008	\$ 2,377,992	\$ 71,055,513	\$ -	\$ 26,566,495	\$ 28,944,487	
* Does not reflect project cost savings from completed projects.				<b>Grand Totals</b>	<b>\$ 184,000,000</b>	<b>\$ 136,196,637</b>	<b>\$ 47,803,363</b>	<b>\$ 88,534,327</b>	<b>\$ 377,737</b>	<b>\$ 47,284,573</b>	<b>\$ 95,087,936</b>

\$184 M made available in 2004

\$136.2 M requested

\$47.8 M not yet requested

\$88.5 M spent

\$47.3 M in motion or saved from complete projects

\$95 M yet to be spent or requested

Draft Vallejo Regional Measure 2 (RM2) Funding Strategy

1/24/2013

Current RM2 Project Number	Recommended RM2 Project Number	Project Title	Current Sponsor	Recommended Sponsor	Implementing Agency	RM2 Program (Programmed)	Recommended Programming	Total Change
5	6.2	<b>Vallejo Ferry Intermodal Station</b>	Vallejo	<b>STA</b>	Vallejo	\$ 28,000,000	\$ 15,500,000	\$ (12,500,000)
6.1	6.1	Solano County Express Bus Intermodal Facilities - <b>Vallejo Curtola Transit Center</b>	STA	STA	Vallejo	\$ 6,000,000	\$ 8,000,000	\$ 2,000,000
17.1	17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	MTC	Vallejo	\$ 5,750,000	\$ 5,750,000	
						<i>total</i> \$ 11,750,000	\$ 13,750,000	
NA	pending	<b>I-80 High Occupancy/Express Lanes</b>	NA	<b>MTC</b>	STA		\$ 10,500,000	\$ 10,500,000
						<b>Grand Totals</b> \$ 39,750,000	\$ 39,750,000	



DATE: January 17, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Priority Development Area (PDA) Investment Status

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**Background:**

The Solano Transportation Authority (STA) has been tasked by 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 Congestion Management Agencies (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, 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, MTC approved a shift of \$20 million from regional OBAG funding to the nine Bay Area CMAs 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). The \$1.06 million is Surface Transportation Program (STP) federal funds.

**Discussion:**

The first immediate effort underway is coordination with the city and County Planning Directors to assess eligible PDA plans or projects for the additional \$1.06 million. STA staff met with the city and County Planning Directors at their meeting on January 17<sup>th</sup> to discuss implications for allocating the \$1.06 million this year or next year. STA staff explained that the STA Board will need to approve PDA plans or projects no later than March 13, 2013 if the cities wanted to use the \$1.06 million this year. This is due to the timing of MTC's TIP deadline for new project submittals by April 1<sup>st</sup>. The next opportunity to include new projects into the TIP is in February 2014. STA staff is scheduling individual meetings with each agency during the 1<sup>st</sup> and 2<sup>nd</sup> week of February to discuss potential planning/project scopes and assessing whether or not funds are needed this year or next. A recommendation for when the funding will be needed is expected to be discussed at their February 21<sup>st</sup> Planning Director's meeting and will be reported to the February 27<sup>th</sup> STA Technical Advisory Committee (TAC) meeting.

The second immediate task is the completion of the PDA Investment Strategy. STA staff is currently updating the 2012 Transportation for Sustainable Communities Plan (TSC) in coordination with the city and county Planning Directors. The TSC will be the foundation of the PDA Investment Strategy since it already includes basic elements needed to comply with MTC's PDA Investment Strategy Guidelines. STA will gather additional information related to the PDAs during the anticipated meetings in February and will reflect the information in the final draft Investment Strategy.

A tentative schedule based on an allocation of PDA funding this year is included as Attachment A.

**Fiscal Impact:**

STA's current tasks and discussions with the STA member agencies will result in the allocation of the \$1.06 million available for PDA Implementation.

**Recommendation:**

Informational.

Attachment:

A. PDA Timeline

## PDA Timeline

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Three Objectives over the next four months:

- 1) Select PDA Priority Projects for the April TIP submittal- Goal is to have access to the funding by August 2013. Next opportunity for TIP submittal is in February 2014 with funding available late Spring/Summer 2014.
  - 2) Approve PDA Investment Strategy by May 1<sup>st</sup>
  - 3) Kick off PDA Assessment Plan
- 

### January 17th

- Planning Directors
  1. Report on status of PDA's and challenge to make the April TIP
  2. Discuss PDA Investment Strategy Approach

### January 30th

- TAC meeting: Report on status of PDA's and challenge to make the April TIP

### February 13<sup>th</sup>

- STA Board meeting: Report on status of PDA Implementation Strategy and challenge to make the April TIP

### February 11<sup>th</sup> - 22<sup>nd</sup>

- ABAG PDA Tour/Meeting: Showcase Solano's PDA's and PCA's

### February 1-14th

- Meet with cities to discuss PDA implementation barriers for PDA Implementation Project approval consideration

### February 21<sup>st</sup>

- Planning Directors Meeting:
  1. Recommend approval of PDA Implementation Projects for April TIP Submittal
  2. Begin Discussing PDA Performance Measures for Assessment Plan (information item)

### **February 27<sup>th</sup>**

- TAC meeting:
  1. Approve PDA Implementation Projects for April TIP Submittal (Action Item)
  2. Discuss PDA Performance Measures for Assessment Plan (Information Item)

### **March 13<sup>th</sup>**

- STA Board Meeting
  1. Approve PDA Implementation Projects for April TIP Submittal (Action Item)
  2. Discuss PDA Performance Measures for Assessment Plan (Information Item)

### **March 21<sup>st</sup>**

- Planning Directors: Draft PDA Implementation Strategy Review and Approval

### **March 27<sup>th</sup>**

- TAC: PDA Implementation Strategy Approval

### **April 1<sup>st</sup>**

- STA PDA Implementation Projects TIP Submittal (Sam Shelton)

### **April 10<sup>th</sup>**

- STA Board: PDA Implementation Strategy Approval

### **April-June 2013**

- Final PDA Assessment Plan and Transportation for Sustainable Communities Update completed



DATE: January 17, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Solano County Priority Conservation Area (PCA) Update

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**Background:**

The Association of Bay Area Governments (ABAG) designated Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was an intent for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) ABAG designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

ABAG has not accepted new PCA submittals since 2007 and no funding programs were established to implement PCA's until recently. The Metropolitan Transportation Commission (MTC) approved \$5 million in Surface Transportation Program (STP) funds as a pilot program for implementing PCA's in the North Bay. The funding was included as part of the One Bay Area Grant (OBAG) Program. Solano County is anticipated to receive \$1.25 million out of the \$5 million available. This funding amount is with concurrence of MTC and based on discussions with Marin, Napa, and Sonoma counties.

**Discussion:**

STA staff is partnering with the County of Solano to identify early deliverable PCA projects for construction. In addition, STA staff is coordinating with the County staff and the city Planning Directors to develop a scope of work for a PCA Assessment Plan. This two part approach is an effort to demonstrate to MTC and ABAG that PCA funding is needed and that there is a desire to make this program permanent.

As part of this new funding program, ABAG is willing to accept new PCA designations. County of Solano is currently considering at least one new PCA designation application for Suisun Valley. This is consistent with their agriculture preservation and farm to market goals and objectives outlined in their Suisun Valley Strategic Plan that was developed as part of the County's General Plan Update in 2008.

STA staff will develop a draft scope of work a list of stakeholders for the PCA Assessment Plan in the coming weeks. The PCA Pilot Project and the PCA Assessment Plan Scope of Work must be approved by the STA Board by their March 13<sup>th</sup> meeting in order for PCA funds to be accessed this year. This is due to MTC's April 1<sup>st</sup> TIP deadline for new project inclusion; the next opportunity for submitting projects for the TIP will be in February 2014.

**Fiscal Impact:**

No impact to the STA's General Fund. The \$1.25 million for implementing Solano County PCAs is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA.

**Recommendation:**

Informational.



DATE: January 18, 2013  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Solano County Annual Pothole Report Development Update

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**Background:**

On June 27<sup>th</sup>, 2011, STA staff presented detailed information regarding each Solano County local agency's street rehabilitation investments at a STA Board workshop. After reviewing the Metropolitan Transportation Commission's (MTC) recent publication "The Pothole Report: Can the Bay Area Have Better Roads?", STA staff recommended additional research and annual reports that focus on Solano County's roadway conditions. Specifically, the Solano Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests.

At the June 29<sup>th</sup>, TAC meeting, TAC members specifically recommended collecting accurate street rehabilitation funding information and asked that the STA produce maps and reports that would help public works staff present pavement rehabilitation issues to the public and to decision makers.

On September 6, 2011, the STA Board directed STA staff to develop a Local Streets and Roads (LS&R) Solano County Annual Report in close collaboration with public works staff (Attachment A). This scope of work includes:

- 1) street condition maps,
- 2) summary handouts of pavement issues, and
- 3) a countywide report on investment histories, future shortfalls, and funding outlooks for pavement projects.

**Discussion:**

*Progress Update on Pavement Condition Maps*

On January 17, 2013, the Solano Project Delivery Working Group (Solano PDWG) reviewed draft maps of pavement conditions for each agency in Solano County. STA staff has assisted local street maintenance staff and Streetsaver users with linking pavement management data to GIS maps. Using data from Streetsaver, STA staff presented draft pavement condition index (PCI) map handouts at the March 2012 TAC meeting. STA staff plans to update these maps again in February 2013 using new Streetsaver GIS updates and new budget projections access.

*Progress Update on Summary Handouts of Pavement Issues*

On January 17, 2013, STA staff discussed with PDWG members about requesting preventative maintenance and capital project investment history. Since map creation created more review time for local agency staff than originally anticipated, this request was delayed until maps were finalized. STA staff has nearly completed the collection of 5-year revenue and expenditure

histories for both pavement maintenance and capital projects for all Solano local jurisdictions. STA staff will provide a handout of this data at the TAC meeting (Attachment B).

#### *Progress Update on Countywide Report*

On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each county in the Bay Area would need to maintain their current PCIs or reach a PCI target of 75 over the next 28 years, which are incorporated into the Solano County Annual Pothole Report's Countywide Summary handout, "6.5 times more funding needed to cost-effectively maintain local streets and roads". This information was also reviewed by the STA TAC at their March 2012 meeting.

While STA originally intended to complete the report deliverables by July 2012, this depended on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver. Between last summer and December 2012, STA staff has coordinated closely with MTC Streetsaver staff and local agency Streetsaver users to overcome this barrier by giving STA staff access to budget scenario development through a Streetsaver work order (anticipated to be completed by late January 2013). STA staff has already discussed potential training opportunities beyond the bi-annual MTC Streetsaver User Weeks with both Solano PDWG members and MTC Streetsaver staff.

#### *Draft Outline of Solano County Annual Pothole Report*

Based on input received, the STA Project Delivery Working Group (Solano PDWG) and from local agency pavement maintenance staff also present, STA staff have revised the attached report outline (Attachment C). Many sections are underdevelopment until new Streetsaver functions are added per the STA's pending work order for budget scenario access and final 5-year pavement investment data is collected. Key messages that PDWG members wanted to convey with this report include: 1) funding shortfalls, 2) projected PCI by budget scenario with maps, 3) non-pavement investments, 4) cost savings from preventative maintenance investments (compared to no maintenance), 5) clear definitions of pavement damage with photos and their corresponding repair costs, and 6) a discussion of future revenues and the role of federal and state funds.

STA staff anticipates completing this work for Solano PDWG review and TAC review in February 2013.

#### **Recommendation:**

Informational.

#### Attachments:

- A. STA Annual Local Streets and Roads Report, Scope of Work, 09-06-2011
- B. Draft 5-year pavement investment data, (To be provided under separate cover)
- C. Draft Outline of Solano County Annual Pothole Report, 01-18-2013

## Local Street and Roads (LS&R) Proposed Solano County Annual Report

Final Scope of Work, 09-11-2011

**Background:** The Metropolitan Transportation Commission's (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports. After reviewing these documents, STA staff recommends drafting annual reports that focus on Solano County's roadway conditions.

**Purpose:** Produce a comprehensive annual report describing the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to:

1. Assist public works staff with project planning and funding requests; and
2. Help public works and STA staff present pavement rehabilitation issues to the public and to decision makers.

### Deliverables & Timeline:

1. Street Condition Maps based on Geographic Information System (GIS) data, derived from the Metropolitan Transportation Commission's (MTC) Streetsaver Program.  
(October 2011 – April 2012)
2. One-to-Two page Summary Handouts describing:
  - a. General street pavement rehabilitation issues; and,
  - b. Individual Local Agency Street Pavement Conditions, past efforts, and planned efforts.  
(December 2011 – May 2012)
3. Countywide Local Streets and Roads Annual Report to include:
  - a. Countywide pavement conditions along the federal aid system and local street systems.
  - b. Countywide pavement investments, planned investments, and financial shortfalls.
  - c. Current and future funding outlook for local streets and roads projects.  
(April – July 2012)

**Approach:** STA staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the STA Technical Advisory Committee and the STA Board.

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

# Solano County Annual Pothole Report

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*2013*

*Solano Transportation Authority,*

*Annual Streets and Roads Pavement and Rehabilitation Report*



## Table of Contents

<b>Executive Summary</b> .....	<b>5</b>
<b>Why Care about Street Pavement?</b> .....	<b>7</b>
<i>Your Trips, Your Roads</i> .....	7
<i>Bad Roads Mean Big Bills</i> .....	7
<i>California Local Governments Footing the Bill for Expensive Street Reconstruction Projects</i> .....	8
<b>6.5 times more funding needed to cost-effectively maintain local streets and roads in Solano County</b> .....	<b>9</b>
<i>Some Solano Cities need as much as 19.7 times more funding</i> .....	9
<b>Appendix of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances</b> .....	<b>11</b>
<i>City of Benicia</i> .....	11
<i>City of Dixon</i> .....	11
<i>City of Fairfield</i> .....	11
<i>City of Suisun City</i> .....	11
<i>City of Rio Vista</i> .....	11
<i>City of Vacaville</i> .....	11
<i>City of Vallejo</i> .....	11
<i>County of Solano</i> .....	11



# Executive Summary

**How would you build a street and maintain its pavement?** Do you know how your public works department maintains your street? Do you believe that they are doing a good job? Do you understand the financial or technical constraints that they are under to perform this critical work?

The purpose of this report is to produce an annual comprehensive description of the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to assist public works staff with project planning and funding requests and help public works and Solano Transportation Authority (STA) staff present pavement rehabilitation issues to the public and to decision makers.

While the Metropolitan Transportation Commission (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports, the broad focus of these reports lack the local detail that speaks to local elected officials about the state of their local agency's street pavement. For instance, how does Solano County's 28-year \$2.7 B pavement rehabilitation shortfall compare to the state's 10-year \$78.6 B shortfall or the Bay Area's 10-year \$12.3 B shortfall or 28-year 29.9 B shortfall? These long-term 10-year and 28-year shortfall projections are difficult understand when a local government council or board is adopting a public works annual capital improvement program or new revenue programs (e.g., taxes or fees) and weighing the pros and cons between another street rehabilitation project, a new community park, a fire station, or a water treatment pipeline.

This report is organized as a series of handouts for use by public work staff to be distributed to the public and elected officials:

## **Why Care about Street Pavement?**

[general issues, PCI statistics, worst first vs. best practices, CA local government trends]

## **6.5 times more funding needed to cost-effectively maintain local streets and roads**

[Bay Area vs. Solano County shortfalls by agency]

## **Appendix of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances**

[seven cities and the county's pavement investment info]

## **Solano County Needs to Explore New Technologies and Local Revenue Sources to Maintain Local Streets and Roads**

Current fund sources derived from federal or state gas sales or excise taxes are insufficient to cost-effectively maintain Solano County's local streets and roads. [list potential funding sources being explored at various governmental levels]. New technologies, such as Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) pavement technology can recycle pavement and cut project costs in half.



# Why Care about Street Pavement?

## Your Trips, Your Roads

There are few local infrastructure investments used by almost every citizen. Almost everyone benefits from local streets and roads. From sidewalks and crosswalks, to neighborhood streets and 4-lane boulevards, effective local streets and roads promote mobility for Solano County residents traveling to their jobs, getting to school, and making local purchases. Every trip begins and ends with local streets and roads. Ignoring these critical facilities can cost a city more than its roadway system.

## Bad Roads Mean Big Bills

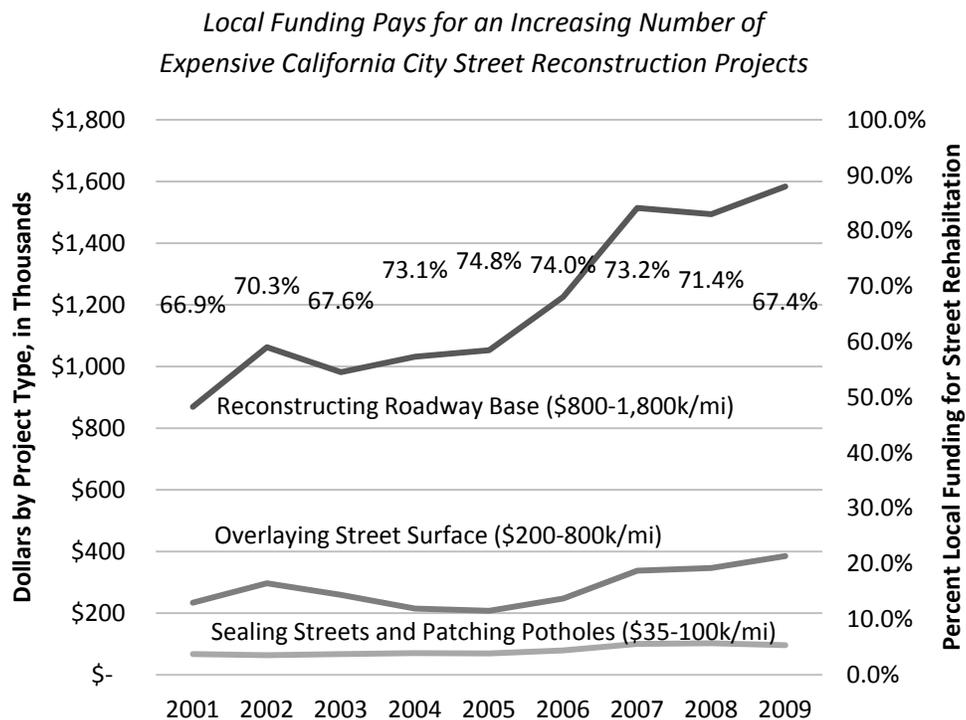
[insert PCI pictures and rehabilitation costs per mile]

[include chart of best practices and cost savings from preventative maintenance]

## California Local Governments Footing the Bill for Expensive Street Reconstruction Projects

By deferring maintenance, cities balloon the cost of street rehabilitation projects, resulting in uncomfortable tradeoffs for cities (e.g., building new community centers vs. repairing failed streets). When cities wait until streets reach critical and expensive maintenance needs, cities must pay for pavement asphalt at the going cost of oil, potentially magnifying the cost.

Between 2005 and 2009, California cities paid for a greater number of more expensive street repairs with local funding, not federal or state funds. According to the California State Controller, between 2000 and 2009, about 71% of city street rehabilitation funding comes from local sources. The figure below shows how mostly local funding paid for a 53% increase in street reconstruction projects.



[compare these stats to Solano County]

## 6.5 times more funding needed

### to cost-effectively maintain local streets and roads in Solano County

On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/ Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each Bay Area county would need to maintain current pavement and non-pavement conditions or reach a state of good repair.

Draft 28-Year Plan Bay Area LS&R Capital Needs and Revenues (In Millions)							
County	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75" Scenario	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	Ratio of "State of Good Repair, PCI 75" Cost to Revenues
<b>Solano</b>	<b>488</b>	<b>2,186</b>	<b>3,195</b>	<b>1,699</b>	<b>2,707</b>	<b>4.5</b>	<b>6.5</b>
Napa	219	872	1,516	653	1,297	4.0	6.9
Sonoma	994	2,858	5,018	1,863	4,023	2.9	5.0
Marin	393	1,054	1,506	661	852	2.7	3.8
Santa Clara	3,374	8,817	10,894	5,443	7,519	2.6	3.2
Alameda	2,153	5,332	7,798	3,179	5,650	2.5	3.6
San Mateo	1,368	3,317	3,913	1,950	2,471	2.4	2.9
Contra Costa	2,868	4,863	5,786	1,995	2,871	1.7	2.0
San Francisco	2,299	3,263	4,778	965	2,480	1.4	2.1
<b>REGION</b>	<b>14,156</b>	<b>32,563</b>	<b>44,404</b>	<b>18,407</b>	<b>29,869</b>	<b>2.3</b>	<b>3.1</b>

\* Revenues include committed sources such as gas taxes, sales taxes, registration fees and other local revenues and are net of revenues needed for operations

### Some Solano Cities need as much as 19.7 times more funding

Based on MTC's figures, the countywide local streets and roads shortfall over the next 28 years will range from \$1.7 billion to maintain current conditions to \$2.7 billion to reach a state of good repair.

Draft 28-Year Solano County LS&R Capital Needs and Revenues (In Millions)							
Solano Agencies	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75" Scenario	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	Ratio of "State of Good Repair, PCI 75" Cost to Revenues
Dixon	5.7	100.2	112.2	94.5	106.5	17.6	19.7
Benicia	16.5	137.3	217.0	120.8	200.5	8.3	13.2
Vallejo	60.2	357.9	874.0	297.6	813.8	5.9	14.5
Fairfield	105.9	561.3	664.6	455.3	558.6	5.3	6.3
Vacaville	119.1	515.9	584.0	396.7	464.8	4.3	4.9
Suisun City	35.6	116.4	176.7	80.7	141.0	3.3	5.0
Rio Vista	5.6	15.5	61.6	9.9	56.0	2.8	11.0
County	139.1	382.0	504.8	242.9	365.7	2.7	3.6
<b>TOTAL</b>	<b>487.8</b>	<b>2186.4</b>	<b>3194.8</b>	<b>1698.5</b>	<b>2707.0</b>	<b>4.5</b>	<b>6.5</b>

[insert countywide PCI Maps of worst streets,

2013 (today), 2018 (5yr), 2023 (10yr), 2028 (15yr)]

# **Appendix**

## **of Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances**

Each local agency handout will describe each agency's unique approach to pavement management, including

- Brief introductions to general pavement issues
- Brief narrative describing the local agency's pavement maintenance and rehabilitation approach
- Charts showing the last 5 years of pavement investments
- Pavement Condition Maps, both current and projected based on various budget and pavement condition targets for 2012, 2018 (5-year), 2023 (10-year), 2028 (15-year)
  - Current Budget & Revenue projections
  - Maintain Pavement Conditions (Current PCI)
  - State of Good Repair Pavement Conditions (PCI 75)

**City of Benicia**

**City of Dixon**

**City of Fairfield**

**City of Suisun City**

**City of Rio Vista**

**City of Vacaville**

**City of Vallejo**

**County of Solano**

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DATE: January 18, 2013  
TO: STA TAC  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Follow-up to Potential Solano Community Transportation Fee Program

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**Background:**

Solano Community College (SCC) has nearly 11,000 students who take classes at four locations – Fairfield Campus, Vacaville Center, Vallejo Center and Travis Air Force Base. FAST (Route 7) and SolTrans (Route 85) provide service to the Fairfield Campus; City Coach (Route 4) serves the Vacaville Center; SolTrans (Route 2) serves the Vallejo Center and FAST (Route 4) serves Travis Air Force Base. In 2011, Dr. Jowell Laguerre, president of SCC, hosted a meeting with the STA and these transit operators to discuss several transportation issues including transit service, schedule availability, and coordinating transportation/transit among the campuses. At the request of the College, Solano Napa Commuter Information (SNCI) conducted a Commuter Survey of the college's students and faculty.

**Discussion:**

Recently, Dr. Laguerre requested STA organize a meeting to discuss issues related to Route 85 fares. STA invited the two affected transit operators to attend, SolTrans and FAST. At the meeting, SCC staff also initiated discussion regarding their future plans for 1) expanding their three campuses based on the November passage of the College bond measure, 2) transit service issues relating to fares being charged, and 3) the possibility of the college developing a student transportation fee.

Based on this initial discussion, STA agreed to reconvene a meeting with SCC and with the 3 affected operators, SolTrans, FAST, and Vacaville City Coach. A number of area colleges and universities levy a transportation fee on all students to insure that there is adequate transit serving their campuses. For example, with the transportation fees collected by UC Berkeley, students can ride AC Transit buses for free, just by presenting their student ID and AC Transit guarantees a certain level of service to the campus. The STA is planning to schedule a follow-up meeting with the three transit operators in preparation for a follow-up with SCC.

**Recommendation:**

Informational.

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DATE: January 17, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing & Legislative Program Manager  
RE: Status of Marketing Plan for SolanoExpress and SNCI Program

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**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program and the Solano Napa Commuter Information (SNCI) Program.

**SolanoExpress:**

With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services. STA staff is working with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this program. The goals of the marketing effort for SolanoExpress intercity transit services in FY 2012-13 are to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

**Solano Napa Commuter Information (SNCI):**

It has been several years since the SNCI program has evaluated the effectiveness of its marketing and public information efforts. The marketing plans developed by STA staff each year list a number of strategies, plans and products that are employed to promote the services offered by SNCI. In order to ensure the program is reaching its target group with the right messages within the constraints of the program's limited budget resources, the STA Board authorized securing the services of a marketing firm who can evaluate the overall marketing program for SNCI, and develop a marketing strategy and marketing action plan. The marketing goal of the SNCI program is to increase awareness of the program and the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle.

**Discussion:**

**SolanoExpress:**

STA issued a Request For Proposals (RFP) in November 2012 for SolanoExpress Marketing Services and a consultant, Moore Iacafano Goltsman, Inc. (MIG), was selected for award of contract. The project kickoff meeting is January 22, 2013 to meet an aggressive schedule in order to accomplish the marketing goals and objectives. A SolanoExpress Marketing Project Team consisting of Jayne Bauer and Liz Niedziela of STA, Wayne Lewis of FAST, and Philip Kamhi of SolTrans has been formed to guide the effort. The Team will coordinate the activities with MIG and bring updates to future Consortium, TAC and STA Board meetings.

A SolanoExpress Marketing Subcommittee of the STA Board will be formed to review and approve the marketing plan. Presentations will be made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the tasks to be completed and products delivered by the consultant with a target timeframe of May 2013.

**SNCI:**

STA issued a Request For Proposals (RFP) in November 2012 for SNCI Marketing Services, and the same consultant (MIG) was selected. Jayne Bauer and Judy Leaks of STA will coordinate the activities with MIG and bring updates to future Consortium, TAC and STA Board meetings.

The Metropolitan Transportation Commission (MTC) collected data for a “Commuter Profile” for several years, but has discontinued this effort. The consultant will create and conduct a survey to gather current data. The STA Executive Committee will provide input for the creation of survey content, and review and approve the marketing strategy. Upon completion of the development of the marketing action plan, the plan will be submitted to the STA Board for review and comments. The Board will determine the next steps in implementing the final marketing action plan. A Scope of Work (Attachment B) briefly outlines the tasks to be completed and products delivered by the consultant with a target timeframe of June 2013.

The final product will consist of:

1. Marketing Assessment and survey.
2. Marketing Strategy that will guide the implementation of the SNCI Marketing Campaign.
3. Marketing Action Plan based on the Marketing Strategy that proposes specific marketing collateral and activities for the next two fiscal years (2013/14 and 2014/15).

**Fiscal Impact:**

SolanoExpress Marketing is funded through Regional Measure 2 (RM2) (\$131,600) and State Transit Assistance Fund (STAF) (\$28,400). SNCI Marketing plan is funded through a combination of STA General and SNCI Marketing accounts (\$38,000).

**Recommendation:**

Informational.

Attachments:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
- B. Solano Napa Commuter Information (SNCI) Marketing Scope of Work for FY 2012-13

## Scope of Work

### SolanoExpress Transit Marketing Services FY 2012-13

#### Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

#### Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

#### Marketing Collateral

Create and produce marketing products that may include the following:

- a) Ad placement for print publications/media
- b) Design/scripting/placement of internet ads
- c) Fare Incentive flyers and electronic media ads
- d) Outline of recommended SolanoExpress Website Updates
- e) Bus shelter posters
- f) SolanoExpress Decals for Bus Stop Signs
- g) Bus Stop Sign Schedules Frames
- h) Printed Brochures/Posters/Promotional Collateral
- i) Ads for internal and external bus placement

## **Scope of Work**

### **Solano Napa Commuter Information Marketing Services FY 2012-13**

#### Marketing Objective

The objective of the SNCI Marketing Program is to increase the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle.

#### Marketing Assessment and Survey

Facilitate a marketing assessment to determine public perception and knowledge of SNCI and its programs and how SNCI and STA can best communicate to the target audience.

1. Review existing marketing plans, research and public outreach efforts
2. Conduct polling and/or surveys to gather new data
3. Identify and contact target groups (employers, commuters, students/parents, high school students, general travelers)

#### Marketing Strategy

Develop a marketing strategy that will effectively promote SNCI and its programs to the identified target audiences; develop theme for marketing SNCI programs and/or rebrand SNCI.

#### Marketing Action Plan

Develop an action plan that follows the marketing strategy and addresses the marketing objective to increase the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry and bicycle. Incorporate all nine (9) major elements of the SNCI Work Program into the action plan:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives Program
5. Solano Emergency Ride Home
6. SNCI Awareness Campaign/ General Marketing
7. California Bike to Work/Bike to School Campaign
8. Annual Solano Commute Challenge
9. Partnerships



DATE: January 18, 2013  
TO: STA TAC  
FROM: Sorel Klein, SNCI Assistant Program Manager  
RE: Senate Bill (SB) 1339 – Regional Commuter Benefit

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**Background:**

Senate Bill (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.

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 YSAQMD staff has expressed interest in adopting a similar 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.

STA has been reviewing SB 1339 and sees 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 objective is to develop an Option 4 that will make it easy for employers and their employees to participate and have a greater effect on greenhouse gas reduction than Options 1 or 2, and be more feasible and cost effective 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) program. During 2012, 47 of Solano County's large employers participated voluntarily in the Solano Employer Commute Challenge sponsored by the SNCI Program.

**Discussion:**

STA's SNCI staff is currently gathering data to determine how many additional employers in Solano County will be affected by this policy. Staff plans to survey the affected Solano employers to determine what commute benefits are currently being offered and what options would work best for them. In addition, SNCI would like to get input from Solano's employers to craft an easy to implement solution so that they can; 1.) meet the mandated requirements; and 2.) encourage the use of all alternative modes.

STA is viewing SB 1339 as an opportunity to continue to work with Solano employers, and to motivate additional employers to provide employees with commute options, thereby reducing traffic congestion and greenhouse gas emissions and improving air quality. These outcomes will also be beneficial for Solano County and the entire region.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: January 2, 2013  
TO: STA Board  
FROM: Sara Woo, Associate Planner  
RE: Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
5.	Environmental Enhancement and Mitigation Program*	<b>\$10 Million</b>	January 4, 2013
6.	Recreational Trails Program*	<b>\$5.3 Million</b>	January 9, 2013
7.	Bicycle Transportation Account 2013-14*	~ <b>\$7.2M</b> (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
<b>Federal</b>			
8.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	<b>\$13 Million</b>	Due by March 11, 2013
9.	Federal Transit Authority (FTA) Section 5311, Rural Transit and Intercity Bus*	<b>\$25.1 Million</b>	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013
10.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	<b>\$1.88 Million</b>	Due by March 29, 2013
11.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	<b>\$1.43 Million</b>	Due by March 23, 2013
12.	Community-based Transportation Grant*	<b>\$3 Million</b>	Due by April 2, 2013
13.	Environmental Justice Transportation Planning Grant*	<b>\$3 Million</b>	Due by April 2, 2013
14.	Partnership Planning Grant*	<b>\$1.2 Million</b>	Due by April 2, 2013
15.	Transit Planning Grant*	<b>\$1.5 Million</b>	Due by April 2, 2013

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

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

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

State Grants						
Bicycle Transportation Account 2013-14	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:sylvia.fung@dot.ca.gov">sylvia.fung@dot.ca.gov</a>	Announcement Anticipated February 27, 2013	Approx. <b>\$7.2M</b> Statewide; 10 percent local match	<p>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 <a href="#">Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act</a>, 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 <a href="#">SHC Section 891.2</a>. The BTP must be approved by the local agency's Regional Transportation Planning Agency.</p> <p><a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm</a></p>	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"> <li>• New bikeways serving major transportation corridors</li> <li>• New bikeways removing travel barriers to potential bicycle commuters</li> <li>• Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings</li> <li>• Bicycle-carrying facilities on public transit vehicles</li> <li>• Installation of traffic control devices to improve the safety and efficiency of bicycle travel</li> <li>• Elimination of hazardous conditions on existing bikeways</li> <li>• Planning</li> <li>• Improvement and maintenance of bikeways</li> <li>• Project planning</li> <li>• Preliminary engineering</li> <li>• Final design</li> <li>• Right of way acquisition</li> <li>• Construction engineering</li> <li>• Construction and/or rehabilitation</li> </ul> <p>Consideration shall be given to the relative cost effectiveness of proposed projects.</p>
Federal Grants						

<b>FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*</b>	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Due March 11, 2013 To STA and MTC	Approx. <b>\$13 Million</b>	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. <a href="http://www.mtc.ca.gov/funding/FTA/5310.htm">http://www.mtc.ca.gov/funding/FTA/5310.htm</a>	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.
<b>FTA Section 5311, Rural Transit &amp; Intercity Bus*</b>	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Justification due to STA: January 19, 2013  Application Due to Caltrans: April 15, 2013	Approx. <b>\$25.1 Million</b>	Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. <a href="http://www.dot.ca.gov/hq/MassTrans/5311.html">http://www.dot.ca.gov/hq/MassTrans/5311.html</a>	Transit Operators	Eligible Projects: Rural Transit and Intercity Bus service.
<b>FTA Section 5316, Job Access Reverse Commute (JARC) Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due March 29, 2013	Approx. <b>\$1.88 Million</b>	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. <a href="http://www.dot.ca.gov/hq/MassTrans/5316.html">http://www.dot.ca.gov/hq/MassTrans/5316.html</a>	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.
<b>FTA Section 5317, New Freedom Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due March 29, 2013	Approx. <b>\$1.43 Million</b>	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. <a href="http://www.dot.ca.gov/hq/MassTrans/5317.html">http://www.dot.ca.gov/hq/MassTrans/5317.html</a>	N/A	Eligible Projects: For the purpose of 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).
<b>Community-Based Transportation Grant*</b>	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 <a href="mailto:c_edward_philpot@dot.ca.gov">c_edward_philpot@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$3Million</b>  Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Complete street studies or plans Smart growth planning studies Bike and pedestrian safety enhancement studies or plans Traffic calming and safety enhancement studies or plans Rural smart growth studies or plans

<b>Environmental Justice Transportation Planning Grant*</b>	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 <a href="mailto:c_edward_philpot@dot.ca.gov">c_edward_philpot@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$3Million</b>  Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
<b>Partnership Planning Grant*</b>	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 <a href="mailto:dara_wheeler@dot.ca.gov">dara_wheeler@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$1.2Million</b>  Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
<b>Transit Planning Grant*</b>	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 <a href="mailto:dara_wheeler@dot.ca.gov">dara_wheeler@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$1.5Million</b>  Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies



**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, January 9, 2013**

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TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masielat, STA Clerk of the Board  
RE: Summary of Actions of the January 9, 2013 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of January 9, 2013. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

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

**BOARD MEMBERS ABSENT:**

None.

**ACTION – FINANCIAL ITEMS**

**A. Curtola and Lemon Park and Ride Regional Measure 2 (RM 2) Agreements and Allocation Request**

Recommendation:

Approve an Initial Project Request (IPR) for the Curtola and Lemon Park and Ride Facility Phase 1A, as shown in Attachment D, authorizing SolTrans to request an allocation of Regional Measure 2 (RM 2) funds from the Metropolitan Transportation Commission (MTC), contingent upon SolTrans and the City of Vallejo entering into a funding agreement for the design phase of the Curtola and Lemon Park and Ride Facility.

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

- B. OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility Recommendation:**  
Approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment B.

At the request of Board Member Patterson, this item will be referred back to the STA's Technical Advisory Committee (TAC) so the decision making process can be refined prior to the STA Board taking final action. By consensus, the STA Board approved to continue this item to the next regular STA Board meeting scheduled on February 13, 2013.

## **ACTION – NON-FINANCIAL ITEMS**

- A. Safe Routes to School (SR2S) Program Update**

Recommendation:

Authorize STA to organize a Solano County Safe Routes to School Summit in May 2013.

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

- B. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member**

Recommendation:

Appoint a STA Board Member to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member for a two-year term expiring December 2014.

On a motion by Board Member Spring, and a second by Board Member Price, the STA Board appointed Board Member Sanchez to the Solano County Transit (SolTrans) JPA as an Ex-Officio member for a two-year term.

- C. Selection of 2012 STA Chair and Vice Chair**

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2013 commencing with the STA Board Meeting of February 13, 2013;
2. Selection of the STA Vice-Chair for 2013 commencing with the STA Board Meeting of February 13, 2013; and
3. Request the new Chair designate the STA Executive Committee for 2013.

On a motion by Board Member Spring, and Board Member Price, the STA Board unanimously approved the selection of Steve Hardy (City of Vacaville) as Chair.

On a motion by Board Member Spring, and Board Member Price, the STA Board unanimously approved the selection of Osby Davis (City of Vallejo) as Vice-Chair.

**D. STA Board Retreat/Workshop to Discuss Forthcoming Policy Issues**

Recommendation:

Approve the following:

1. Schedule a special STA Board Retreat for March 13, 2013 at 12 noon to 5:00 p.m.;  
and
2. Request STA staff develop a draft meeting agenda for consideration by the STA Board at the meeting of February 13, 2013.

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

**CONSENT CALENDARS**

On a motion by Vice Chair Hardy, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through E.

**A. Minutes of the STA Board Meeting of December 12, 2012**

Recommendation:

Approve STA Board Meeting Minutes of December 12, 2012.

**B. Draft Minutes of the TAC Meeting of January 2, 2013**

Recommendation:

Approve Draft TAC Meeting Minutes of January 2, 2013.

**C. STA's 2013 Legislative Priorities and Platform**

Recommendation:

Approve revisions to the STA's 2013 Legislative Priorities Platform as shown in Attachment A (changes shown in italics and underlined).

**D. Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex**

Recommendation:

Authorize the Executive Director to:

1. Issue an RFP to secure Project Management Services for the I-80/I-680/SR 12 Interchange Complex, including the Suisun Valley Watershed Study; and
2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$290,000 for a 2-year term with an option for a two-year extension.

**E. I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project Utility Agreements**

Recommendation:

Authorize the Executive Director to finalize and execute the attached utility relocation agreements between STA and utility owners (PG&E, AT&T, cities of Benicia, Fairfield, and Vallejo) for a total not-to-exceed amount of \$15,000,000.

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

**A. MTC Report:**

Board Member and MTC Commissioner Sperring reported that at an earlier meeting, MTC's Programming and Allocation Committee discussed their proposal to hold 50% of the Fiscal Year 2014 Federal Transit Assistance 5307 funds in reserve from Solano County's three largest Transit Operators until the completion of the Solano County Short Range Transit Plan (SRTP) which is developing a funding plan for replacement of Solano County's intercity fleet.

Board Member Sperring added that a meeting between MTC and STA staff and Solano County's three largest transit operators has been scheduled for January 17, 2013 to further discuss the proposal.

**B. Caltrans Report**

None presented.

**C. STA Reports:**

**1. Federal Legislative Update**

Presented by Susan Lent, Akin Gump

**2. Presentation: Public-Private Partnership (P3) Feasibility Study**

Presented by KPMG Consultants

**3. Presentation: 2012 Year In Review**

Presented by Chair Batchelor

**4. Presentation: I-80/I-680/SR 12 Interchange Project**

Presented by Janet Adams

**5. Directors Report**

**1. Planning**

**2. Projects**

**3. Transit/Rideshare**

**INFORMATIONAL**

**A. Regional Transportation Impact Fee (RTIF) Update**

**B. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**

**C. Senate Bill (SB) 1339 – Regional Commuter Benefit**

**D. Energy Chapter Climate Action Plan (ECCAP) Update**

**E. Public-Private Partnership (P3) Feasibility Study Update**

**F. Local Project Delivery Update**

**G. Funding Opportunities Summary**

**H. STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2013**

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7:50 p.m.

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DATE: January 18, 2013  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

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Attached is 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

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Solano Transportation Authority

**Bicycle Advisory Committee (BAC)**

**Meeting Minutes of**

**Thursday, January 05, 2013**

**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 6:32 p.m.

**MEMBERS**

**PRESENT:**

Michael Segala, Vice Chair	County of Solano
Nancy Lund	City of Benicia
Jim Fisk	City of Dixon
David Pyle	City of Fairfield
Mick Weninger	City of Vallejo
Barbara Wood	Member at Large

**MEMBERS**

**ABSENT:**

Ray Posey, Chair	City of Vacaville
Jane Day	City of Suisun City
VACANT	City of Rio Vista

**STAFF**

**PRESENT:**

Sara Woo	STA, Associate Planner
Nancy Abruzzo	STA, Administrative Assistant I
Danelle Carey	STA, SR2S Assistant Program Manager

**ALSO**

**PRESENT:**

***In Alphabetical Order by Agency:***

James Loomis	City of Vacaville, Public Works
David Espinosa	City of Vallejo, Public Works
Nick Burton	County of Solano, Public Works
Alvina Sheeley	Member of the Public, Fairfield
Janay Chapman	Member of the Public, Fairfield
Bob Hawkins	Member of the Public, Fairfield

**II. CONFIRM QUORUM**

A quorum was confirmed.

### **III. APPROVAL OF AGENDA**

On a motion by Member Lund, and a second by Member Wood, the BAC unanimously approved the agenda.

### **IV. OPPORTUNITY FOR PUBLIC COMMENT**

Member Lund commented that Gordon Valley Bridge construction was completed on time and not a day late. She also commented that it looks and rides excellent. Member Lund explained that Suisun Valley Bridge is also near completion and will be much safer.

Alvina Sheeley, City of Fairfield resident, commented that the Travis Boulevard bicycle path is marked with signage. She noted that she recommends the route for travel. She requested that STA staff extend a thank you to Garland Wong and City of Fairfield Public Works staff for their efforts.

### **V. APPROVAL OF MEETING MINUTES OF NOVEMBER 1, 2012**

On a motion by Member Wood, and a Second by Member Lund, the BAC meeting minutes of November 1, 2012 were unanimously approved.

### **VI. PRESENTATIONS**

#### **A. Safe Routes to School (SR2S) Plan Update**

Danelle Carey, STA, provided a status of the SR2S plan update explaining that there are 12,811 students participating throughout the county. She commented that a \$100,000 enforcement grant for safe behavior resulted in 47 citations, 63 warnings, 3 vehicles towed, and that the schools now have a relationship with the police department.

#### **B. Member Agency Project Updates**

James Loomis, City of Vacaville, commented that the Ulatis Creek Bicycle Path is now open. Nick Burton, Solano County, commented that the Vaca-Dixon Bike Routes first two of five miles is still under construction. He explained that the last three miles still need funding for construction. Mr. Burton further explained that the contractor on the project is inconsistent with work which is resulting in a significant delay in the project's completion. He commented that completion is anticipated within the next few weeks.

### **VII. ACTION ITEMS**

#### **A. 2013 Officer Elections**

Member Wood nominated existing Chair Posey, and Vice-Chair Segala to continue serving. Member Fisk provided a second to the motion.

Vice-Chair Segala invited the Committee members to provide additional nominations. None presented.

#### **Recommendation:**

**Elect a Chair and Vice-Chair for the 2013 Calendar Year.**

On a motion by Member Fisk, and a second by Member Wood, the STA BAC unanimously approved the nomination to appoint Chair Posey and Vice-Chair Segala for another term.

## **B. 2013 BAC Work Plan**

The BAC commented that the following:

- Reduce emphasis on revisions for BikeLinks Map update for 2013 digital copy
- Add priority for the Bicycle and Pedestrian Wayfinding Signage Plan
- Develop a separate Bicycle and Pedestrian Pavement Marking System Guide
- Bikeway maintenance discussion; i.e.,
  - sweeping
  - vegetation growth
  - difference between class I and class II maintenance
  
- Sponsorship Support/Coordination of Project Funding Methodology for Priority Projects listed as priorities in multiple planning documents; coordinate projects for high impact delivery

### **Recommendation:**

**Forward a recommendation to the STA Board to adopt the 2013 BAC Work Plan.**

On a motion by Member Pyle and a second by Member Wood, the BAC unanimously approved the recommendation to include the above list additions.

## **VIII. INFORMATION ITEMS – DISCUSSION**

### **A. Review of Priority Bicycle Projects**

Sara Woo, STA, presented the Priority Bicycle Projects List and asked the committee their thoughts on next steps for prioritization of projects. The committee requested that STA staff follow up with each jurisdiction to find out a status update and plans for delivery on each project listed to provide the committee with a position to discuss the subject.

### **B. Transportation Development Act (TDA) Article 3**

Sara Woo presented an overview of TDA Article 3 funds and discussed past projects the funding supported. She commented that the current estimate for FY 2012-13 is \$403,050. She further explained that the funding would be eligible for use as matching funds to leverage larger amounts of funding or applied to priority projects identified by the BAC. No comments from the committee members were presented.

### **C. STA Website - Bicycle and Pedestrian Page Update**

Sara Woo explained that STA staff plans to update the bicycle and pedestrian page on the STA Website. She further explained that she would like the committee to share any ideas they might have that would improve the usability of the page for residents and visitors. The committee provided the following comments:

- Add pictures of new projects and promote them
- Explain how to get to the new projects (i.e., for people unfamiliar with the area)

- Highlight route segments and scenic pictures; if possible link to the specific pieces of the BikeLinks Map
- Format the text for headings to be bolder (see Safe Routes to School website)
- Show upcoming events (such as that on the SR2S website)
- Update the website every other month with a "featured ride"
- Provide an archive of "previous rides" (i.e., foxy falls, etc.)
- Create a link to the bicycle clubs in Solano County

#### **D. BikeLinks Map Edits for 2013**

Sara Woo provided a brief presentation discussing the BikeLinks Map and that a minor update on the electronic version is scheduled for this year. She invited the committee to share or submit comments. She further explained that the map would be reprinted and updated again in 2014 as the map is generally updated every other year. The committee consensus was that a formal review through the committee was not necessary this year due to the map being largely up to date through the previous year's efforts. The committee members noted that if there are comments, they should be sent to STA staff for updating. Ms. Woo explained that these minor submissions throughout the year will minimize the work required when the next major update is scheduled.

#### **E. Membership and Attendance**

Sara Woo presented the membership and attendance tracking form. She explained that based on her review per the Committee's request, some seats are eligible for declaration of vacancy based on attendance. Member Lund expressed concern that some members have not been attending meetings. She commented that she has never met the representative for City of Suisun City in her years of regularly participating in the BAC. She also commented that when any committee member misses a meeting, a deadline or opportunity for the jurisdiction may be missed.

#### **F. Schedule for Calendar Year 2013**

Sara Woo presented the calendar of BAC meetings for the year 2013 and invited the BAC members to log the dates into their calendars.

### **IX. INFORMATION - NO DISCUSSION**

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. The BAC requested that an explanation of eligible projects or sponsors for each opportunity in future reports would be helpful.

### **X. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPIC**

Future Agenda Topics:

- Bike Wayfinding Signage Plan
- Priority Projects Review

**XI. ADJOURNMENT**

The meeting was adjourned at approximately 8:07 p.m. The next BAC meeting is scheduled on Thursday, March 7, 2013.

Minutes prepared by STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com.

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DATE: January 18, 2013  
TO: STA TAC  
FROM: Johanna Masiel, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

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**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



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

(Last Updated: January 17, 2013)

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium	Meets the day before the TAC Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month

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)	Suisun Council Chambers	Confirmed
Thurs., January 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., January 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 30	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	Cancelled
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
Tues., February 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	12:00 Noon	STA Board Retreat	TBD	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
Tues., March 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 27	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
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 24	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
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 29	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
Tues., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 26	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
No Meeting in July	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
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	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
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	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
No Meeting in October	1:30 p.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 <sup>th</sup> 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
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	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
Tues., TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative