



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, January 29, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT
(1:35 – 1:40.m.)

IV. REPORTS FROM STA STAFF AND OTHER AGENCIES
(1:40 – 1:50 p.m.)

- Presentation: Public-Private Partnership (P3) Feasibility Study

Sam Shelton

V. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.
(1:50 – 1:55 p.m.)

A. Minutes of the Consortium Meeting of November 28, 2012

Johanna Masielat

Recommendation:

Approve the Consortium Meeting Minutes of November 28, 2012.

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CONSORTIUM MEMBERS

Janet Koster

Wayne Lewis

John Andoh

Mona Babauta

Brian McLean

Matt Tuggle

**Dixon
Readi-Ride**

**Fairfield and Suisun
Transit (FAST)**

**Rio Vista
Delta Breeze**

**Solano County Transit
SolTrans**

**Vacaville
City Coach**

**County of
Solano**

VI. ACTION FINANCIAL

- A. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as specified in Attachment A.
(1:55 – 2:05 p.m.)
Pg. 3
- B. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses** 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.
(2:05 – 2:10 p.m.)
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VII. ACTION NON-FINANCIAL

- A. Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC Appointment to Three (3) CTP Committees** Robert Macaulay
Recommendation:
Appoint a Consortium representative to the CTP Transit Committee.
(2:10 – 2:15 p.m.)
Pg. 9
- B. 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
(2:15 – 2:20 p.m.)
Pg. 11

VIII. INFORMATIONAL ITEMS

- A. Senate Bill (SB) 1339 – Regional Commuter Benefit** Sorel Klein
(2:20 – 2:25 p.m.)
Pg. 43
- B. Status of Marketing Plan for SolanoExpress and SNCI Program** Jayne Bauer
(2:25 – 2:30 p.m.)
Pg. 45

- | | | |
|-----------|---|-------------------------------|
| C. | OneBayArea Grant (OBAG) Update
(2:30 – 2:35 p.m.)
Pg. 49 | Sam Shelton |
| D. | Follow-up to Potential Solano Community College
Transportation Fee Program
(2:35 – 2:40 p.m.)
Pg. 67 | Judy Leaks |
| E. | Funding Opportunities: 5310, 5316, and 5317
(2:40 – 2:45 p.m.)
Pg. 69 | Sofia Recalde |
| F. | Countywide Paratransit Services Memorandum of
Understanding (MOU)
(2:45 – 2:50 p.m.)
Pg. 71 | Liz Niedziela
Matt Tuggle |
| G. | Coordinated Short Range Transit Plan (SRTP) and Transit
Corridor Study Update
(2:50 – 2:55 p.m.)
Pg. 73 | Nancy Whelan
Liz Niedziela |

NO DISCUSSION

- | | | |
|-----------|---|------------|
| H. | SNCI Monthly Issues
Pg. 75 | Judy Leaks |
| I. | Other Funding Opportunities Summary
Pg. 77 | Sara Woo |

IX. TRANSIT OPERATOR ISSUES

Group

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, February 26, 2013.**

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SOLANOEXPRESS INTERCITY TRANSIT CONSORTIUM
Minutes for the meeting of
November 28, 2012

At 10:20 a.m., STA' Executive Director Daryl Halls declared a lack of quorum. However, due to a member of the public and consultants present at the meeting, Consortium Members present (Wayne Lewis, FAST and Philip Kamhi, SolTrans) agreed to proceed with the meeting to present the following as information items:

Agenda Item III: Opportunity for Public Comment:

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

Agenda Item IV: Reports from STA Staff and Other Agencies:

- Coordinated SRTP for Solano County Transit Operators and Transit Corridor Study
Presented by ARUP's Tony Bruzzone and Alan Zahradnick
- Mobility Management Plan
Presented by Innovative Paradigm's Phil McGuire

Agenda Item VIII.A Informational Item:

- Status of Curtola & Lemon Park and Ride Lot Expansion
Presented by Jim McElroy

Consortium Members

Present:

(In Alphabetical Order by Last Name)

Philip Kamhi	SolTrans
Judy Leaks	SNCI
Wayne Lewis	Fairfield and Suisun Transit

Consortium Members

Absent:

(In Alphabetical Order by Last Name)

John Andoh	Rio Vista Delta Breeze
Janet Koster	Dixon Read-Ride
Brian McLean	Vacaville City Coach
Matt Tuggle	County of Solano

Also Present:

(In Alphabetical Order by Last Name)

Daryl Halls	STA
Johanna Masiclat	STA
Liz Niedziela	STA
Sofia Recalde	STA
Elizabeth Richards	STA Project Manager
Sam Shelton	STA
Nancy Whelan	STA Project Manager

Others Present:

(In Alphabetical Order by Last Name)

Tony Bruzzone	ARUP
Diana Dorinson	Transportation Analytics
Jean Foletto	Innovative Paradigms
Angie Perkins Haslam	SolTrans
Doug Langille	Innovative Paradigms
Jim McElroy	Jim McElroy Consulting
Phil McGuire	Innovative Paradigms
Robert Powell	Member of the Public
Alan Zahradnick	ARUP



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

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
	\$251,174	\$486,924

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 as specified in Attachment A.

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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DATE: January 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses

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
TOTAL	\$1,475,912

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 23, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) Next Steps and
Appointment to CTP Transit Committee

Background:

The Comprehensive Transportation Plan (CTP) is the foundation 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 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 portion of the CTP, rather than an update). 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 June, once the work for the Short Range Transit Plan (SRTP) currently underway is completed.

Once draft Elements are seen 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 August, and presentation to the STA Board in September of 2013.

Currently, the Consortium representative to the Transit Element Committee is vacant. Staff recommends the Consortium designate a member to serve on this committee.

Fiscal Impact:

None.

Recommendation:

Appoint a Consortium representative to the CTP Transit Committee.

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DATE: January 17, 2013
TO: SolanoExpress Intercity Transit Consortium
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 met with Assemblymember Mariko Yamada (4th 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 (3rd Senate District representing all of Solano County)
- Assemblymember Jim Frazier (11th Assembly District representing Fairfield, Rio Vista, Suisun City and Vacaville)
- Assemblymember Susan Bonilla (14th Assembly District representing Benicia and Vallejo)

Governor Jerry Brown released his FY 2013-14 State Budget on January 10th. The Governor claims 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 31st, a letter requesting extension of these benefits was sent 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 sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. The Self-Help Counties Coalition has taken 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

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:

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

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

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

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

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

A broad coalition 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.



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**

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,

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

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.”

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a 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	FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	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."		
TCSP	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	\$29 million	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	Vallejo Downtown Streetscape Project. \$1,150,000 awarded 08/02/12	David Kleinschmidt
State of Good Repair*	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	\$650 million	<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.	\$1.5M FAST for replacement buses	Mona Babauta

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

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

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Ferry Boat Discretionary (FBD) Program	Tony DeSimone FHWA Office of Program Administration 317-226- 5307 Anthony.DeSimone@dot. gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	\$22 million	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202- 566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
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.		

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

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

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

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;

- (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.

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.

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 "B".

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.

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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,

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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

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.*

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

December 14, 2012

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*
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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
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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
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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 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sorel Klein, SNCI Assistant Program Manager
RE: Senate Bill (SB) 1339 – Regional Commuter Benefit

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 17, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing & Legislative Program Manager
RE: Status of Marketing Plan for SolanoExpress and SNCI Program

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 17, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sam Shelton, Project Manager
RE: OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility

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 2nd and January 9th, 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). Six of the OBAG submitted candidate projects are eligible for and have been assessed as good candidates for STAF.

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:

Informational.

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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Criteria	Methodology	Who will Rate
<p>How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?</p>	<p>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.</p>	<p>STA Planning Staff</p>
<p>Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by:</p> <ul style="list-style-type: none"> • Encouraging housing and employment near transit • Directly facilitating development investments addressing access improvements • Encouraging users of open space or direct consumer purchase from agricultural producers • Implementing a transportation and land use plan with demonstrated community consensus 	<p>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.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project address safety improvements?</p> <ul style="list-style-type: none"> • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions 	<p>Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.</p>	<p>STA Planning and Projects staff and STA TAC</p>
<p>Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank</p>	<p>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.</p>	<p>STA Planning Staff</p>
<p>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?</p>	<p>STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.</p>	<p>STA Planning and Transit Staff</p>

<p>Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include:</p> <ul style="list-style-type: none"> • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility? 	<p>The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.</p>	<p>STA Projects Staff, PDWG, and STA TAC</p>
<p>Does the project deliver an element of a Complete Street?</p>	<p>Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.</p>	<p>STA Planning and Projects Staff and STA TAC</p>
<p>Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?</p>	<p>Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project or program support maintaining and expanding the employment base in Solano County?</p>	<p>If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?</p>	<p>Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.</p>	<p>STA Planning, Projects, Transit and Rideshare staff</p>

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

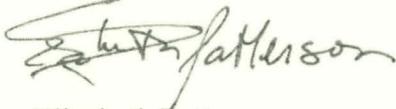
BRAD KILGER, *City Manager*
H.R. AUTZ, *City Treasurer*
LISA WOLFE, *City Clerk*

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 a large initial "E" and "P".

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	
Transit Related Projects															
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
Complete Streets Style Projects															
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
Bicycle or Pedestrian Projects															
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

Date	Meeting	Action
2012		
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/>		
2013		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
Feb 13	STA Board	Approve OBAG Project Assessment
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
Mar 13	STA Board	Approve OBAG Funding Strategy
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 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Follow-up to Potential Solano Community Transportation Fee Program

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 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 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Funding Opportunities: 5310, 5316, and 5317

Background:

Caltrans released a call for projects for the Federal Transit Administration (FTA) Sections 5310 Elderly and People with Disabilities Specialized Transit, 5316 Job Access and Reverse Commute (JARC), and 5317 New Freedom (NF) Programs.

5310: The purpose of the 5310 Program is to provide capital grants to assist private non-profit agencies and, under certain conditions, public agencies to provide safe, efficient, and coordinated transportation services for elderly individuals and people with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate (Attachment A).

Estimated available funding for the 5310 FY 2012 cycle is \$13 million.

Grant applications for 5310 are due to both Solano Transportation Authority (STA) and Metropolitan Transportation Commission (MTC) on March 11, 2013.

5316 (JARC): The purpose of the JARC Program is to improve access to transportation services for welfare recipients and low-income individuals in order to improve access to employment activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Estimated available funding for the JARC FY 2012 cycle is \$1.88 million. Approximately \$1.08 million in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population. Approximately \$795,000 in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population (Attachment B).

Grant applications for 5316 (JARC) are due to Caltrans on April 19, 2013.

5317 (NF): The purpose of the NF Program is to provide additional tools to overcome existing barriers facing Americans with disabilities who seek 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.

Estimated available funding for the NF FY 2012 cycle is \$1.43 million. Approximately \$950,000 in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas. Approximately \$481,000 in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas (Attachment C).

Grant applications for 5316 (JARC) are due to Caltrans on April 19, 2013.

Discussion:

Given the upcoming deadlines for funding opportunity, STA would like to initiate a discussion of which grants the transit operators and County are applying for and for what programs/projects.

Recommendation:

Informational.

Attachment:

- A. Funding Opportunity for 5310
- B. FTA 5316 Program Fact Sheet and Timeline
- C. FTA 5317 Program Fact Sheet and Timeline



DATE: January 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/
Matt Tuggle, Solano County
RE: Countywide Paratransit Services Memorandum of Understanding (MOU)

Background:

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

Two Seniors and People with Disabilities Transportation Summits were held in 2009 to discuss service and people with disabilities mobility issues and challenges. One of the recommendations developed based on issues raised at these summits was the establishment of the Intercity Taxi Scrip Program. The Intercity Taxi Scrip program was formed through the coordinated efforts of the transit operators and Solano County. On February 1, 2010, the Intercity Taxi Scrip program was launched across the County, with the City of Vacaville as the lead agency, providing a flexible option for qualified ambulatory ADA Paratransit certified riders. Scrip books may be purchased for \$15 and each book contains \$100 worth of scrip. The Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County.

In Fiscal Year 2012-13, the County of Solano became the last Solano County (and Bay Area) jurisdiction to dedicate 100% of its local Transit Development Act (TDA) funds for transit purposes.

Discussion:

Previously, the transit operators have proposed to continue the Intercity Taxi Scrip Program while research and planning continues for the proposed move to a more complex Phase Two which could provide accessible taxis for non-ambulatory ADA certified passengers. Matt Tuggle, representing the County of Solano, has prepared a draft Memorandum of Understanding (MOU) proposing to cover countywide paratransit services beyond the specific phase 2 proposal for accessible taxis for new ambulatory ADA certified passengers to include ADA and ADA plus service and is asking for edits, comments, feedback, and discussion at the meeting. This item has been agendaized at the request of the County of Solano for a status update and more discussion by the Consortium members.

Recommendation:

Informational.

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DATE: January 18, 2013
TO: Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Nancy Whelan, STA Project Manager
RE: Coordinated Short Range Transit Plan (SRTP) and Transit Corridor
Study Update

Background/Discussion:

The STA has several transit studies included with the STA Board's adopted Overall Work Plan for Fiscal Year (FY) 2012-13 and 2013-14. These plans and studies are intertwined with each other and will also provide relevant information to the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study. Below is a brief description of the Coordinated Short Range Transit Plan (SRTP) and the Transit Corridor Study. The Project Manager will be available at the Consortium to provide an update and to answer any questions.

Coordinated Short Range Transit Plan (SRTP)

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

Enhanced Coordination

MTC staff has requested the Coordinated SRTP address five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan)
3. Enhanced Transit Coordination of Capitol Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

Local SRTP Updates

Transit Operators Recommendation Areas	
Dixon	A. Assess service option to convert Readi-Ride to some fixed route service.
Fairfield	A. Growth and no growth scenarios with regards to service planning B. Title VI analysis of current transit system at the time of the SRTP c. Public Participation Plan
SolTrans	A. Review the recent service changes implemented July 2012 B. Assess the potential for claiming for capital replacement for SolanoExpress in various Solano UZAs.
Rio Vista	A. Analyze the pros and cons pertaining to consolidation of Rio Vista Delta Breeze with SolTrans

Status: The consultant firm, ARUP, has finished the transit overviews and the goals, objectives, measures, and standards. Additional data has been requested for use in evaluating the performance indicators contained in the operator goals, objectives, measures, and standards. The draft SRTP is scheduled to be completed in April - June 2013.

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

Description: Updating the Transit Corridor Plans will provide guidance and coordination for future investments. Specifically, SolanoExpress bus and integration into the planned Express Lanes and Freeway Performance Initiative on I-80 and I-680. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future.

Status: This study is also a component of the Coordinated SRTP. The ARUP team has prepared a draft memorandum reviewing relevant studies. The Project Manager will be available at the Consortium to provide further update and to answer any questions.

Recommendation:

Informational.



DATE: January 18, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

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

Discussion:

Transit Schedules:

SNCI staff routinely supplies over 160 display racks throughout Solano County with transit schedules. These racks are located at employer sites, senior and community centers, libraries and other public places. We are in the process of providing site visits to most of the public locations to verify that the materials in those racks are current and to meet with the persons who stock those racks. Recently, our efforts have been hindered by the fact that we cannot obtain large quantities of particular transit schedules. Last year we distributed over 21,500 transit schedules, providing many people access to information about Solano County transit options.

Marketing/Promotions:

Staff provided information about the various transit holiday promotions through the STA and SNCI Facebook pages and the SNCI and SolanoExpress websites, as well as during telephone trip planning consultations. These included the San Francisco Bay Ferry, FAST, Vacaville City Coach, Rio Vista Delta Breeze, and the Capitol Corridor.

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. In December staff participated in the Alza Health Fair in Vacaville. Also in December, staff coordinated four (4) Solano Commute Challenge recognition events at the Most Outstanding Workplaces and the Commute Champion Workplaces. These events were attended by the participating employees, the respective Mayors, and representatives of the affiliated Chamber of Commerce. Events took place at State Fund in Vacaville (Most Outstanding Commuter Workplace), Travis Air Force Base, California Vegetable Specialties in Rio Vista, and Solano County Offices in Fairfield.

Recommendation:

Informational.

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DATE: January 2, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 RE: Other Funding Opportunities Summary

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
5.	Environmental Enhancement and Mitigation Program*	\$10 Million	January 4, 2013
6.	Recreational Trails Program*	\$5.3 Million	January 9, 2013
7.	Bicycle Transportation Account 2013-14*	~ \$7.2M (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
Federal			
8.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	\$13 Million	Due by March 11, 2013
9.	Federal Transit Authority (FTA) Section 5311, Rural Transit and Intercity Bus*	\$25.1 Million	Due by March 1, 2013
10.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	\$1.88 Million	Due by March 23, 2013
11.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	\$1.43 Million	Due by March 23, 2013
12.	Community-based Transportation Grant*	\$3 Million	Due by April 2, 2013
13.	Environmental Justice Transportation Planning Grant*	\$3 Million	Due by April 2, 2013
14.	Partnership Planning Grant*	\$1.2 Million	Due by April 2, 2013
15.	Transit Planning Grant*	\$1.5 Million	Due by April 2, 2013

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

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

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

*New Funding Opportunity

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

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

State Grants						
Bicycle Transportation Account 2013-14	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated February 27, 2013	Approx. \$7.2M Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act , projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2 . The BTP must be approved by the local agency's Regional Transportation Planning Agency. http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm	N/A	<p>Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:</p> <ul style="list-style-type: none"> • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuters • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways • Project planning • Preliminary engineering • Final design • Right of way acquisition • Construction engineering • Construction and/or rehabilitation <p>Consideration shall be given to the relative cost effectiveness of proposed projects.</p>
Federal Grants						

FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Due March 11, 2013	Approx. \$13 Million	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. http://www.mtc.ca.gov/funding/FTA/5310.htm	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5311, Rural Transit & Intercity Bus*	James Ogbonna, California Department of Transportation (Caltrans) (916) 651-6116 james_ogbonna@dot.ca.gov	Due March 1, 2013	Approx. \$25.1 Million	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. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Rural Transit and Intercity Bus service.
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 scott_sauer@dot.ca.gov	Due March 23, 2013	Approx. \$1.88 Million	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. http://www.dot.ca.gov/hq/MassTrans/5316.html	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 scott_sauer@dot.ca.gov	Due March 23, 2013	Approx. \$1.43 Million	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. http://www.dot.ca.gov/hq/MassTrans/5317.html	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).
Community-Based Transportation Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. \$3Million 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. http://www.dot.ca.gov/hq/tpp/grants.html	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

Environmental Justice Transportation Planning Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. \$3Million 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. http://www.dot.ca.gov/hq/tpp/grants.html	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
Partnership Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. \$1.2Million Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
Transit Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. \$1.5Million Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies