



Solano Transportation Authority

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# SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

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

## TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

**1:30 p.m., Wednesday, September 25, 2013**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

### ITEM

### STAFF PERSON

- |  |                    |
|--|--------------------|
| 1. <b>CALL TO ORDER</b>  | Daryl Halls, Chair |
| 2. <b>APPROVAL OF AGENDA</b>   |                    |
| 3. <b>OPPORTUNITY FOR PUBLIC COMMENT</b><br>(1:35 -1:40 p.m.)  |                    |
| 4. <b>REPORTS FROM CALTRANS, METROPOLITAN<br/>TRANSPORTATION COMMISSION (MTC), AND STA STAFF</b><br>(1:40 -1:45 p.m.)  |                    |
| <ul style="list-style-type: none"> <li>• <b>International Walk to School Day</b></li> </ul>  | Danelle Carey      |
| 5. <b>CONSENT CALENDAR</b><br><u>Recommendation:</u><br>Approve the following consent items in one motion.<br>(1:45 – 1:50 p.m.)   |                    |
| <ul style="list-style-type: none"> <li>A. <b>Minutes of the TAC Meeting of August 28, 2013</b><br/><u>Recommendation:</u><br/>Approve TAC Meeting Minutes of August 28, 2013.<br/><b>Pg. 5</b></li> </ul>  | Johanna Masielat   |
| <ul style="list-style-type: none"> <li>B. <b>Travel Training Scope of Work</b><br/><u>Recommendation:</u><br/>Forward a recommendation to the STA Board to approve the revised Scope of Work for Countywide Travel Training as specified in Attachment A.<br/><b>Pg. 11</b></li> </ul> | Anthony Adams      |

### TAC MEMBERS

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

The complete STA TAC packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

## 6. ACTION FINANCIAL ITEMS

### A. 2014 State Transportation Improvement Program (STIP) Programming

Jessica McCabe

#### Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Program \$8.8M in available State Transportation Improvement Program (STIP) funds to the Jepson Parkway project; and
2. Program \$190,000 in FY 2017-18 and \$190,000 in FY 2018-19 available for Planning, Programming, and Monitoring (PPM) activities.

(1:45 – 1:50 p.m.)

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### B. Benicia Park/Industrial Interchange Improvements and Park and Ride – Request for STA Right of Way Implementation

Janet Adams

#### Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Dedicate up to \$500,000 of State Transit Assistance Funds (STAF) to the Benicia Park/Industrial Interchange Improvements and Park and Ride project;
2. Authorize the Executive Director to enter into a Funding Agreement with the City of Benicia to the Right-of-Way services for this Project;
3. Authorize the Executive Director to either contract with Contra Costa County or a qualified consultant for the Right-of-Way services for an amount not to exceed \$50,000; and
4. Authorize the Executive Director to acquire lands necessary for this project.

(1:55 – 2:00 p.m.)

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## 7. ACTION NON FINANCIAL ITEMS

### A. 2013 Congestion Management Program Update

Robert Macaulay

#### Recommendation:

Forward a recommendation to the STA Board to send the Draft 2013 Solano CMP to MTC for review and comment.

(2:05 – 2:15 p.m.)

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### B. STA Alternative Fuel and Infrastructure Plan

Robert Guerrero

#### Recommendation:

Forward a recommendation to the STA Board to distribute the Alternative Fuels and Infrastructure Plan for public input.

(2:15 – 2:20 p.m.)

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- C. 2013 Safe Routes to School (SR2S) Countywide Plan** Danelle Carey  
Recommendation:  
 Forward a recommendation to the STA Board to adopt the 2013 Safe Routes to School Plan.  
 (2:20 – 2:25 p.m.)  
**Pg. 79**
- D. Mobility Management One Stop Transportation Call Center** Elizabeth Richards,  
Consultant  
Recommendation:  
 Forward a recommendation to the STA Board to approve the following:  
 1. Authorize the STA to implement Solano’s Mobility Management (MM) Call Center as a 3-year pilot program; and  
 2. Direct STA staff to monitor and evaluate the Mobility Management Call Center Pilot Program and report on its effectiveness on an annual basis.  
 (2:25 – 2:30 p.m.)  
**Pg. 81**
- E. Solano County Freight Priorities - Highways** Janet Adams  
Recommendation:  
 Forward a recommendation to the STA Board to approve the following:  
 1. Designate the I-80 and State Route 12 as freight corridors;  
 2. Designate the I-80 Westbound Cordelia Truck Scales Relocation and the I-80/I-680/SR 12 Interchange as priority freight projects for Solano County; and  
 3. Authorize the Executive Director to send letters to Caltrans and the Metropolitan Transportation Commission to request these priorities are included in the State and Federal Freight Plans.  
 (2:30 – 2:35 p.m.)  
**Pg. 83**
- 8. INFORMATIONAL ITEMS – DISCUSSION**
- A. Discussion of Solano County Future Bridge Toll and Trade Corridor Priorities** Janet Adams  
 (2:35 – 2:40 p.m.)  
**Pg. 85**
- B. Solano County Annual Pothole Report Development Update** Jessica McCabe  
 (2:40 – 2:45 p.m.)  
**Pg. 95**
- C. I-80 Ramp Metering Implementation** Robert Guerrero  
 (2:45 – 2:50 p.m.)  
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|---|------------------|
| <b>D. TFCA Program Update and Summary of Regional Initiatives</b><br>(2:50 – 2:55 p.m.)<br><b>Pg. 123</b> | Sara Woo         |
| <b>E. Vine Trail Project Update</b><br>(2:55 – 3:00 p.m.)<br><b>Pg. 133</b>                               | Sara Woo         |
| <b>NO DISCUSSION NECESSARY</b>  |                  |
| <b>F. Legislative Update</b><br><b>Pg. 141</b>  | Jayne Bauer      |
| <b>G. Status of Marketing Plan for SolanoExpress and SNCI Program</b><br><b>Pg. 173</b>                   | Jayne Bauer      |
| <b>H. Countywide In-Person ADA Eligibility Program and Funding Update</b><br><b>Pg. 183</b>               | Anthony Adams    |
| <b>I. Commuter Benefits Program - Senate Bill 1339</b><br><b>Pg. 193</b>                                  | Judy Leaks       |
| <b>J. Summary of Other Funding Opportunities</b><br><b>Pg. 195</b>  | Sara Woo         |
| <b>K. STA Board Meeting Highlights of September 11, 2013</b><br><b>Pg. 199</b>                            | Johanna Masiclat |
| <b>L. Draft Meeting Minutes of STA Advisory Committees</b><br><b>Pg. 205</b>                              | Johanna Masiclat |
| <b>M. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013</b><br><b>Pg. 207</b>      | Johanna Masiclat |

**9. ADJOURNMENT**

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



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**August 28, 2013**

**1. CALL TO ORDER**

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members Present:**

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Amanda Dum	City of Suisun City
Shawn Cunningham	City of Vacaville
David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

**TAC Members Absent:** Melissa Morton      City of Benicia

**STA Staff Present:** *(In Alphabetical Order by Last Name)*

Danelle Carey	STA
Robert Guerrero	STA
Daryl Halls	STA
Robert Macaulay	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sofia Recalde	STA
Nancy Whelan	STA
Sara Woo	STA

**Others Present:** *(In Alphabetical Order by Last Name)*

Nick Burton	County of Solano
Keezha Sanga	City of Suisun City Intern

## 2. APPROVAL OF THE AGENDA

At the request of STA staff, four staff reports were amended for items 5.B, 5.C, 6.A, and 7.C. On a motion by George Hicks, and a second by Matt Tuggle, the STA TAC approved the agenda with the following modifications (shown below in *striketthrough bold italics*).

### Agenda Item 5.B Mobility Management Plan Update

#### Recommendation:

Forward a recommendation to the STA Board to:

1. ~~Approve the revised Scope of Work for Countywide Travel Training as specified in Attachment B;~~
2. Approve the Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

### Agenda Item 5.C FY 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds Revised Attachment A

### Agenda Item 6.A Rail Facilities Plan Update

#### Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Issue a RFP for the Solano Rail Facilities Plan Update; and
3. *Authorize the Executive Director to* enter into an agreement with selected consultant for an amount not-to-exceed \$41,500.

### Agenda Item 7.C Legislative Update Copy of STA's Support Letter

#### Recommendation:

Forward a recommendation to the STA Board to take the following positions:

1. *SB 556 – oppose unless amended to exempt public transportation providers; and*
2. *AB 466 (Quirk-Silva) - support*

## 3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Jayne Bauer announced nominations to the Annual Awards are due Friday, August 30, 2013.

## 5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A through D as amended shown below in ~~strikethrough~~ **bold italics**.

### A. Minutes of the TAC Meeting of June 26, 2013

Recommendation:

Approve TAC Meeting Minutes of June 26, 2013.

### B. Mobility Management Plan Update

Recommendation:

Forward a recommendation to the STA Board to:

1. ~~Approve the revised Scope of Work for Countywide Travel Training as specified in Attachment B;~~
2. Approve the Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

### C. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve the following projects and amounts for the FY 2013-14 Solano TFCA Program Manager Funds:

1. Solano Community College Student Bus Voucher Program (\$42,000);
2. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981); and
3. Suisun City Electric Charging Station (\$2,000).

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### D. OneBayArea Grant (OBAG) Funding - Final Programming

Recommendation:

Forward a recommendation to the STA Board to approve programming \$584,000 in Surface Transportation Program (STP) funds for the City of Dixon's Local Streets and Roads (LS&R) West A Street project.

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## 6. ACTION FINANCIAL ITEMS

### A. Rail Facilities Plan Update

Sofia Recalde commented that staff is proposing to issue a Request for Proposal (RFP) for a qualified consultant to assist in updating the Solano Rail Facilities Plan. She reviewed the Scope of Work which includes 1.) Coordinating with STA and partnering agency staff to provide comments and recommendations to the Rail Facilities Plan Update, 2.) Review and update the 1995 Solano Rail Facilities Plan and 2001 Technical Memorandum, etc., and 3.) Assess the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVR) and extending service to Vallejo and Suisun City/Fairfield stations. She noted that staff recommends obtaining a consultant and initiating the project in November 2013. She specified that State Transit Assistance Funds are proposed to be used to fund the Rail Facilities Plan Update for an amount not to exceed \$50,000.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Issue a RFP for the Solano Rail Facilities Plan Update; and
3. ***Authorize the Executive Director to*** enter into an agreement with selected consultant for an amount not-to-exceed \$41,500.

On a motion by David Melilli, and a second by Mike Roberts, the STA TAC approved the recommendation as amended shown above in ***bold italics***.

## 7. ACTION NON FINANCIAL ITEMS

### A. **Coordinated Short Range Transit Plan (SRTP) Status Update and Coordination Report**

Nancy Whelan provided a status report to the Coordinated SRTP and Coordination Report. She cited that the Draft SRTPs for each operator have been reviewed and all Final Draft SRTPs have been adopted by the City Councils of the Cities of Dixon, Fairfield, Rio Vista, and Vacaville and by the Board of Directors of SolTrans.

In addition, Nancy Whelan also provided a status report on the Draft Coordination Report. She noted that based on the peer comparison and the discussion at the meetings that were held; the performance standards were re-named to performance benchmarks to better reflect the aspirational nature of the performance metrics and were adjusted to reflect peer performance for these metrics. She added that the performance benchmarks will be used to inform the development of the Transit Corridor Study and the Service Coordination Report will be included in the Coordinated SRTP to be considered for adoption by the STA Board on September 11, 2013.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. The Intercity Performance Benchmarks as shown in Attachment A; and
2. The Solano County Coordinated SRTP Coordination Report shown in Attachment B.

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

### B. **Priority Conservation Area (PCA) Assessment and Implementation Plan and Stakeholders Committee**

Sara Woo noted that staff is proposing to issue a Request for Proposal (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. She also noted that to develop the PCA Assessment and Implementation Plan, the initial purpose is to re-evaluate the PCAs that were designated in 2007 and look for other opportunity areas for PCA Designation. She added that the scope of the work is expected to be discussed further with a stakeholder working group. She indicated that staff recommends obtaining a consultant and kicking off the Study by December 2013 and that funding for consultant services will be provided entirely from the OneBayArea Grant (OBAG) PCA Planning Grant (\$75,000).

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Stakeholders Working Group Participants List for the Solano County PCA Assessment and Implementation Plan as shown in Attachment A;
2. Issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

On a motion by David Melilli, and a second by Matt Tuggle, the STA TAC approved the recommendation.

**C. Legislative Update**

Jayne Bauer reviewed staff's recommendation to take a position to oppose Senate Bill (SB) 556 – unless amended to exempt public transportation providers. She explained that SB 556 would require public agencies, including public transit systems, to “label” employees and vehicles which are independent contractors or operated by independent contractors with a “NOT A GOVERNMENT EMPLOYEE” or “THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE” disclosure.

In addition, Jayne Bauer reviewed STA's Letter of Support regarding AB 466 (Quirk-Silva) – CMAQ Funding Formula which would require CalTrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to a long standing formula. After she noted that passing this legislation will provide much needed financial predictability for local transportation agencies, the Consortium amended the recommendation to add their support to AB 466 (Quirk-Silva).

After further discussion, the STA TAC voted to modify the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to take the following position:

1. *SB 556 – oppose ~~unless amended to exempt public transportation providers~~*
2. *AB 466 (Quirk-Silva) - support*

On a motion by David Melilli, and a second by David Kleinschmidt, the STA TAC approved the recommendation as amended shown above in ~~strikethrough~~***bold italics***.

**8. INFORMATIONAL - DISCUSSION**

**A. 2014 State Transportation Improvement Program (STIP) Guidelines and Programming Schedule**

Jessica McCabe reviewed the updated “10-Year Investment Plan for Highway and Major Transit Capital Projects” to reflect the current status and priority of each of these projects. She noted that the draft list of prioritized projects is intended to be used as a guide for programming actions by the STA Board, such as the 2014 STIP programming process.

**B. STA Alternative Fuel and Infrastructure Plan**

Robert Guerrero provided an update to the development of the STA Alternative Fuel and Infrastructure Plan. He highlighted some of the comments and responses received from the Plan's Technical Working group. Some of the changes included updated transit bus cost, revised lifecycle cost references, and caveats related to cost assumptions and benefit charts. STA staff will meet with the Technical Working Group members to obtain their final input during the months of August and September.

**NO DISCUSSION**

**C. Funding Opportunities Summary**

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**D. STA Board Meeting Highlights of July 10, 2013**

**Pg.**

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

**Pg.**

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

**Pg.**

**9. ADJOURNMENT**

The meeting was adjourned at 2:30 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 25, 2013.**



DATE: September 24, 2013  
TO: STA TAC  
FROM: Anthony Adams, Transit Mobility Coordinator  
RE: Travel Training Scope of Work

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**Background:**

Since July 2012, STA has been working with consultants, the Solano Transit Operators, and the Senior and People with Disabilities Advisory Committee to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities, we will only be discussing the second topic listed below:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

In June 2013, the Consortium reviewed and approved a Scope of Work for Travel Training.

**Discussion:**

***Travel Training Scope of Work***

STA staff has modified the Scope of Work (Attachment A) to include more intensive travel training for individuals who may need it and people with disabilities. In order to coordinate existing services and prevent duplication of services, the selected consultant will identify potential partnerships to perform more intensive travel training. In the absence of such partnerships, the selected consultant will perform those tasks directly. In addition, the modified Scope of Work includes language about the development of an Outreach Plan for the Countywide Travel Training Program.

In summary, the Travel Training Scope of Work includes the following tasks:

1. Develop and administer Travel Training/Transit Ambassador programs for Dixon, Rio Vista and unincorporated area residents;
2. Develop Travel Training Programs for SolTrans and FAST that they will administer;

3. Develop and administer travel training programs for SolanoExpress Intercity Service
4. Produce 3-5 transit training videos;
5. Design and print 3-5 full color Transit Rider Guides;
6. Administer intensive level travel training, either directly or through referral; and
7. Administer specialized countywide travel training program for people with physical disabilities, either directly or through referral

**Fiscal Impact:**

In July 2013, the STA Board authorized the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Travel Training Consultant Services for an amount not-to-exceed \$130,000. The funding is provided through a JARC grant landed by the STA and State Transit Assistance Fund (STAF) provided by STA.

**Recommendation:**

Forward a recommendation to the STA Board to approve the revised Scope of Work for Countywide Travel Training as specified in Attachment A.

Attachment:

- A. Revised DRAFT Scope of Work for Countywide Travel Training

## Travel Training

### Draft Scope of services

#### **Task 1: Develop and/or Administer Travel Training/Transit Ambassador programs:**

##### **A. Develop and Administer for Dixon, Rio Vista and unincorporated area residents**

- Primary target market: Travel Training for Seniors, People with Disabilities, and Low-Income
- Initiate new Travel Training/Travel Ambassador programs
- To include in-field one-one one and group in-service training, bus familiarization sessions, and presentations
- Conduct travel training directly and/or recruit volunteers
- Maximize coverage, flexibility, and resources with use of volunteers. Recruitment to be conducted in collaboration with STA, Dixon, and Rio Vista.
- Train and manage volunteers.
- Work with STA in developing policies and procedures of the program
- Coordinate with transit operators and social service agencies.
- Travel train residents for travel within above jurisdictions and to locations outside Dixon and Rio Vista which could include not only locations in Solano County bus also outside the county. Depending upon clients' needs, Travel Training may be on locally operated public transit buses, but would also include on public transit connecting to these services (such as Yolobus, FAST, South County Transit, Tri-Delta, etc.) This could also include Travel Training on intercity ADA paratransit services.
- Work with STA on the development of an outreach plan
- Produce promotional collateral
- Assist with program outreach
- Work with STA to develop a customer service evaluation system
- Track activity and compile performance data to report at least monthly to STA

##### **B. Develop SolTrans, and FAST local Travel Training programs**

STA will help SolTrans and FAST initiate new Travel Training programs while coordinating with Vacaville City Coach existing Travel Training program that is already in place.

- Primary target market: Travel Training for Seniors, People with Disabilities, and Low-Income
- Initiate new Travel Training/Travel Ambassador programs at SolTrans and FAST
- To include in-field one-one one and group in-service training, bus familiarization sessions, and presentations
- Work with SolTrans, FAST, and STA in developing policies and procedures of the program
- Coordinate with SolTrans and FAST and social service agencies in their areas
- Assist SolTrans and FAST recruit, train and manage volunteer Travel Trainers
- Travel Train SolTrans, FAST, and City Coach clients who desire longer distance training such as intercity and intercounty trips as referred by these entities. This could involve travel on locally operated systems, connecting transit systems, and/or travel on local public transit services operated by others (Capitol Corridor, San Francisco Bay Ferry, Napa VINE, etc.)
- Work with SolTrans, FAST, and STA on development of an outreach plan and assist with program outreach
- Travel Training/Transit Ambassador program to be consistent with Transit Training video and Transit Rider Guide
- Track activity and compile performance data to report at least monthly to SolTrans, FAST, and STA.

## **Task 2: Produce 3-5 transit training videos**

- Length of each video: approximately 5 minutes
- Primary target markets are seniors, people with disabilities, and low-income populations
- Create scripts structured similar to existing Vacaville City Coach training video
- Shoot and edit footage to produce videos specific to SolTrans, FAST, and balance of county transit services
- Work collaboratively with STA, SolTrans, and FAST in producing videos
- Narrate videos as needed and edit audio specifically for each transit system
- Produce for on-line viewing as well as DVD distribution directly to individuals as well as for group training purposes
- Video to be consistent and complementary with Travel Training/Ambassador program and Transit Rider Guide

### **Task 3: Design and print 3-5 full color Transit Rider Guides**

- Size and design Rider Guide brochures
- Design to be easy to read especially for target market of seniors, people with disabilities and low-income
- Work collaboratively with STA, SolTrans, and FAST in design and printing of brochures specific to SolTrans, FAST, and balance of county
- Handle all aspects of print production
- Transit Rider Guide to be consistent and complementary with Travel Training/Ambassador program and Training Video
- Initial print-run of at least 5,000 of each brochure

### **Task 4: Intensive level Travel Training program**

The intensive level of travel training would involve multiple training sessions for individuals who need a higher level of service to master riding public transit independently. The target audience may include people with cognitive disabilities or similar limitations.

- Service is to be available countywide
- Service is not to duplicate existing services. Identify potential partnerships who provide this type of Travel Training and develop referral process. If partnerships are not available, provide service directly.
- This is intended to be an intensive travel training program in which multiple training sessions are likely to be needed for each client. Process to include an initial assessment of rider's abilities to determine the course of the training.
- Preparations for training and the training itself may include some, or all, of the following: trip planning, path of travel review, route and scout, modeling, role playing, shadowing, fading, bus riding and navigation skills,
- Demand for service may be small initially. Contractor needs to have ability to adjust to increase and be flexible depending upon demand for service.
- Trainers to be experienced in working with people with developmental disabilities and transit with strong interpersonal skills
- Work with STA, transit operators, schools, and social service agencies to promote Travel Training for people with developmental disabilities through the creation of an Outreach Plan
- Produce collateral materials for promotion of program.
- Program is to track activities, compile data and report to STA and transit operators on a monthly basis.

**Task 5: Specialized countywide Travel Training program for people with physical disabilities**

- Service is to be available countywide
- Service is not to duplicate existing services. Identify potential partnerships who provide this type of Travel Training and develop referral process. If partnerships are not available, provide service directly.
- This is intended to be an intensive travel training program in which multiple training sessions are likely to be needed for each client. Process to include an initial assessment of rider's abilities to determine the course of the training.
- Preparations for training and the training itself may include some, or all, of the following: trip planning, path of travel review, route and scout, modeling, role playing, shadowing, fading, bus riding and navigation skills,
- Demand for service may be small initially. Contractor needs to have ability to adjust to increase and be flexible depending upon demand for service.
- Trainers to be experienced in working with people with physical disabilities and transit with strong interpersonal skills
- Work with STA, transit operators, schools, social service agencies to promote Travel Training for people with physical disabilities through the creation of an Outreach Plan
- Produce collateral materials for promotion of program.
- Program is to track activities, compile data and report to STA and transit operators on a monthly basis.



DATE: September 16, 2013  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: 2014 State Transportation Improvement Program (STIP) Programming

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**Background:**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2012 STIP programmed projects are shown in Attachment A. Solano County averages about \$10M per 2-year STIP cycle in population shares of STIP funds.

In October 2011, the STA Board approved the updated "10-Year Investment Plan for Highway and Major Transit Capital Projects," which was intended to be a guide for future programming actions by the STA Board of STIP funds (Attachment B). The plan prioritized projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

On July 15, 2013, the Metropolitan Transportation Commission (MTC) released its draft STIP Development Policies and Guidelines for the programming of new 2014 STIP funds (Attachment C). Among some of the significant changes to statewide policy, the 2014 STIP will not contain any Transportation Enhancement (TE) funds; however, previously programmed TE projects still may remain in the STIP using non-TE funds, if eligible, for STIP federal or state-only funds. These Policies and Guidelines are scheduled to be adopted by the MTC Commission on September 25, 2013.

**Discussion:**

The California Transportation Commission (CTC) established draft funding estimates for the 2014 STIP on June 11, 2013 and MTC released the County Targets based on the CTC's funding estimates (Attachment D). The tables show County Share targets, and Planning, Programming, and Monitoring (PPM) amounts. After deducting PPM funding from the "New County Share Total" funding estimate for Solano County of \$10.5M, as well as the \$1.256M for the Jameson Canyon project, \$8.8M remains available for programming.

*Investment Plan and Prior Commitments*

STA staff has updated to the “10-Year Investment Plan for Highway and Major Transit Capital Projects,” (Attachment D) to reflect the current status and priority of each of these projects. This list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2014 STIP programming process. As shown on the updated 10-Year Investment Plan, the Jepson Parkway is listed as a Tier 1 project, as it continues to be a priority for the STA. The STA Board committed its support to this project, with the approval of the Memorandum of Understanding (MOU) for Jepson Parkway at the May 2011 Board meeting. The Jepson Parkway MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor, and establishes the Guiding Principals from which to select and prioritize project phases.

Other Tier 1 priorities include the I-80/I-680/State Route (SR)12 Interchange and the I-80 Express Lanes; however, because of the significant capital cost of the projects, both of these projects are envisioned to be funded through alternative sources. The intention is to fund the I-80/680/SR12 Interchange project with future bridge toll funds as well as state grants, while the I-80 Express Lanes will be funded and supported through MTC’s Regional Express Lane Network. The Fairfield/Vacaville Rail Station, also a Tier 1 project, is not federally environmentally cleared at this time, but more significantly, the timing of the 2014 STIP funds does not align with the construction schedule for the project.

*2012 STIP Programming Recommendations*

As a priority project, \$36.7 million of State Transportation Improvement Program (STIP) was programmed to the Jepson Parkway project as part of the STA’s regional commitment. The total STIP funding includes \$2.4 million which was allocated for Plans, Specifications & Estimate (PS&E) in Fiscal Year (FY) 2010-11, \$3.8 million that was allocated for Right-of-Way funds in FY 2011-12 and \$30.5 million in construction funding that is programmed for FY 2015-16. During the last STIP funding cycle, the STA Board approved programming \$8.3M available in non-TE STIP funds to the project for a total of \$38.753M in construction funding.

In support of the continued commitment to the project, and because the project is environmentally cleared and phaseable, the STA recommends programming the \$8.8M in available STIP funds to the Jepson Parkway project. These funds will be leveraged by 50% local funds to continue to construct this project.

*2014 STIP Development Schedule*

The following is a 2014 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

August 28, 2013	TAC STIP 2014 info (update on STIP)
September 11, 2013	STA Board STIP 2014 info
September 25, 2013	TAC recommends 2014 STIP project recommendations to STA Board
October 9, 2013	STA Board approves 2014 STIP Solano project recommendations to MTC
October 16, 2013	Deadline for CMAs to submit project listings to MTC
December 18, 2011	MTC approves 2014 Bay Area RTIP recommendations to CTC
March 19, 2014	CTC adopts 2014 STIP

### **Fiscal Impact**

The STA will work with the city(s) for their commitment of required matching funds for the completion of the Jepson Parkway. By programming funds to this project, STA will be fulfilling that commitment. In committing PPM funds, STA is also fulfilling its commitment to facilitating planning, programming, and project monitoring activities in Solano County.

### **Recommendation**

Forward a recommendation to the STA Board to approve the following:

1. Program \$8.8M in available State Transportation Improvement Program (STIP) funds to the Jepson Parkway project; and
2. Program \$190,000 in FY 2017-18 and \$190,000 in FY 2018-19 available for Planning, Programming, and Monitoring (PPM) activities.

Attachments:

- A. STA's 2012 STIP Programmed Projects
- B. MTC's draft STIP Development Policies & Guidelines and Development Schedule, 7-15-2013
- C. MTC's 2014 STIP Fund Estimate County Targets, 7-16-2013
- D. Updated 10-Year Investment Plan for Highway and Major Transit Capital Projects, 9-13-2013

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## 2012 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2011 (from 2011 Report)	69,709
Adjustment for 2009-10 and 2010-11 lapses	721
Less 2010-11 Allocations and closed projects	(8,631)
Less Projects Lapsed, July 1, 2011-June 30, 2012	0
2012 STIP Fund Estimate Formula Distribution	9,026
<b>Total County Share, June 30, 2012</b>	<b>70,825</b>

### Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component								
								Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup			
<b>Highway Projects:</b>																						
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)		May-11	Aug-11	4,550	4,550	0	0	0	0	0	0	0	0	4,550	0	0	0	0	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)		Mar-11	Aug-11	2,450	2,450	0	0	0	0	0	0	0	0	2,450	0	0	0	0	0
Solano TA	loc	530I	Jepson Parkway		Jun-11	Aug-11	3,800	3,800	0	0	0	0	0	0	0	3,800	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring	SB 184		Aug-11	229	229	0	0	0	0	0	0	0	229	0	0	0	0	0	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(AB608)			Mar-12	-1,393	-1,393	0	0	0	0	0	0	0	-1,393	0	0	0	0	0	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(AB608)			Mar-12	-508	-508	0	0	0	0	0	0	0	-508	0	0	0	0	0	0
MTC		2152	Planning, programming, and monitoring	SB 184		Jun-12	35	0	35	0	0	0	0	0	0	35	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring	SB 184		Jun-12	229	0	229	0	0	0	0	0	0	229	0	0	0	0	0	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)(ext 3-12)		Jul-13		11,412	11,412	0	0	0	0	0	0	0	11,412	0	0	0	0	0	0
Solano TA	loc	530I	Jepson Parkway, Vander, Peabody Rd-Leisure Town Rd				38,753	0	0	0	0	38,753	0	0	0	38,753	0	0	0	0	0	0
MTC		2152	Planning, programming, and monitoring				152	0	0	36	37	39	40	0	152	0	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring				755	0	0	192	191	98	274	0	755	0	0	0	0	0	0	0
<b>Subtotal, Highway Projects</b>							60,464	20,540	264	228	228	38,890	314	3,800	56,664	0	0	0	0	0	0	
<b>Rail and Transit Projects:</b>																						
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield (ext 6-12)		Oct-13		4,000	4,000	0	0	0	0	0	0	0	4,000	0	0	0	0	0	0
<b>Subtotal, Rail &amp; Transit Projects</b>							4,000	4,000	0	0	0	0	0	0	4,000	0	0	0	0	0		
<b>Transportation Enhancement (TE) Projects:</b>																						
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction			Feb-12	176	176	0	0	0	0	0	0	176	0	0	0	0	0	0	0
Caltrans	te	9051A	Rt 80, Alameda, Bay Bridge Gateway Park (RIP)				945	0	0	0	0	0	945	0	945	0	0	0	0	0	0	0
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	294	0	0	0	0	294	0	0	0	0	0	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements (ext 6-12)		Dec-12		183	183	0	0	0	0	0	0	183	0	0	0	0	0	0	0
STA	te	5152L	West B St bike/ped undercrossing				1,321	0	1,321	0	0	0	0	0	1,321	0	0	0	0	0	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	400	0	0	0	0	0	400	0	0	0	0	0	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,141	0	0	570	571	0	0	0	1,141	0	0	0	0	0	0	0
<b>Subtotal TE Projects</b>							4,460	359	1,721	864	571	0	945	0	4,460	0	0	0	0	0		
<b>Total Programmed or Voted since July 1, 2011</b>							68,924															
<b>Balance of STIP County Share, Solano</b>																						
Total County Share, June 30, 2012							70,825															
Total Now Programmed or Voted Since July 1, 2011							68,924															
Unprogrammed Share Balance							1,901															
Share Balance Advanced or Overdrawn							0															

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

## *Memorandum*

TO: Programming and Delivery Working Group

DATE: July 15, 2013

FR: Kenneth Kao

RE: 2014 STIP Development Policies and Guidelines

### **Background**

As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2014 Regional Transportation Improvement Program (RTIP). In cooperation with the Congestion Management Agencies (CMAs), MTC will develop the schedule and Policies and Procedures for the 2014 RTIP in the coming months.

The following policy and programming issues regarding the 2014 RTIP have been discussed at the last Programming and Delivery Working Group meeting and the CMA Directors Meeting in June. Staff will be available to answer any further questions regarding the development of the 2014 RTIP.

### **New Statewide Policies**

- **Environmental Approval before Final Design Allocation**

The Draft 2014 STIP Guidelines clarify that both state and federal environmental documents (CEQA and NEPA, respectively) must be completed prior to allocation of any final design (Plans, Specifications, and Estimates, or PS&E) funding. Previously, the requirement for NEPA clearance prior to PS&E allocation was not consistently enforced. Project sponsors should re-examine their project's schedules to ensure that both CEQA and NEPA can be completed prior to the year in which PS&E funds are programmed.

- **Elimination of Transportation Enhancement (TE) Funding**

In 2012, Congress passed and the President signed into law the Moving Ahead for Progress in the 21st Century (MAP-21) legislation to replace the former federal transportation act. MAP-21 eliminates Transportation Enhancement (TE) as a source of funding, and replaces it with Transportation Alternatives (TA) funds. Governor Brown proposes to combine various alternative transportation funding, including the TA program, into a new Active Transportation Program (ATP). The ATP is expected to be adopted by the legislature in late summer 2013.

The 2014 STIP will not contain any TE or TA funds. TE projects still programmed in the 2014 STIP may remain in the STIP using non-TE funds, if eligible for STIP federal or state-only funds.

- **Lower Threshold for Project-Level Performance Measures Evaluation**

The Draft 2014 STIP Guidelines propose to require a project-level performance measure evaluation on all projects with total project costs over \$20 million. This threshold is reduced

from \$50 million in previous STIPs. The project-level evaluation should address performance indicators and measures identified in Table A of the 2014 STIP Guidelines. The evaluation should also include a Caltrans-generated benefit/cost estimate and estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$20 million in total project cost, and have had CEQA completed after December 2011. The CMAs are required to submit the project-level performance measures to MTC by the final application due date.

- **Completed Project Reporting**

The 2014 STIP Guidelines require a report on all RTIP projects completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2011 to December 2013). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The CMAs are required to submit the completed project reporting information to MTC by the final application due date.

- **RTIPs to Address Caltrans' State Highway Needs Recommendation**

Also new for the 2014 STIP is a requirement for the RTIP to compare the projects proposed for funding and the State highway and intercity rail improvement needs identified by Caltrans, including a discussion of significant differences. MTC expects Caltrans to provide the highway and rail improvement needs in early Fall 2013, and MTC will compare it against the submitted list of RTIP projects in consultation with the CMAs. If Caltrans's needs are not addressed by a county's RTIP projects, the county's CMA must provide an explanation of why the projects were not proposed in the county's RTIP listing.

- **Buy America Requirements**

While not specifically addressed in the 2014 STIP Guidelines, sponsors are reminded that MAP-21 changed the requirements of the Buy America provisions as it relates to federal project funding. Sponsors should be aware when programming funding that these new provisions require American steel components, especially as it relates to utility relocations. Failure to meet Buy America requirements may delay project funding approval and jeopardize federal funding for other segments of the project.

### **New Regional Policies**

- **Treatment of TE Reserves and Regional TE Projects**

Due to the elimination of TE funds in the STIP, all TE Reserves programmed in the STIP must be deleted. TE Reserves attributed to the County must be deleted; the freed up TE Reserve funding may be used to augment a county's programmable target. However, TE Reserves attributed to MTC remain under MTC's discretion, and may not be used to augment a county's target.

The Gateway Park project, programmed as a regional TE project in the 2012 STIP, will remain programmed in the 2014 STIP using federal funds.

- **Regional ITIP Principles and Recommended Project List**

In order to better compete for Interregional Transportation Improvement Program (ITIP) funds for Bay Area projects, MTC proposes to follow four principles for regional prioritization of ITIP projects. The four principles are:

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative (FPI) projects);
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network;
- Support high speed rail early investments and intercity/commuter rail; and
- Support future goods movement and trade corridors.

These principles will be included in the 2014 RTIP Policies and Procedures. MTC staff has already requested and received candidate projects from CMA staff, and will meet with Caltrans staff to discuss the candidate projects. MTC may adopt a list of prioritized ITIP projects with the 2014 RTIP to support Caltrans' ITIP candidates in the Bay Area. The adopted list may differ from the submitted candidates. The region's ITIP list may be used for future STIP cycles to advocate for future ITIP funding in addition to the current cycle.

- **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. In order to ensure critical milestones and deadlines are met and funding is not lost to the region, MTC has adopted the Regional Project Delivery Policy for Regional Discretionary Funding (MTC Resolution No. 3606, Revised). This Policy prescribes specific deadlines for all regional discretionary funds, including RTIP funds, and includes consequences for not meeting the deadlines. Additional information on extension and amendment procedures will be in Attachment 2 to the 2014 RTIP Policies and Procedures document.

- **MTC Resolution No. 4104 Compliance – Traffic Operations System Policy**

In previous RTIPs, sponsors constructing new major freeway improvements must also construct Traffic Operations System (TOS) elements in consultation with Caltrans and MTC. MTC revised the TOS Policy in April 2013 to include requiring the activation in addition to the installation of the TOS elements (MTC Resolution No. 4104). Jurisdictions that are found to not be in compliance with this policy may have fund programming actions suspended until the TOS elements are activated and operational. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county.

### **Carryover Policies from 2012 RTIP**

- **ARRA RTIP Backfill Programming**

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$24 million was programmed in the 2012 STIP to the I-680 Freeway Performance Initiative (FPI) project. The remaining \$7 million (\$5 million in Contra

Costa County and \$2 million in Alameda County) was left as unprogrammed county share balance. MTC will have discretion to program the remaining \$7 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by \$5 million, and Alameda's available programming capacity will be reduced by \$2 million in FY 2014-15. This is reflected in Attachment B – Draft 2014 RTIP Targets.

- **San Francisco County Programming Priorities**

MTC Resolution No. 3925, Revised, which sets forth the first cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$34 million San Francisco's STIP share shall be reserved for regional Freeway Performance Initiative (FPI)/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining \$88 million commitment to the Central Subway project.

- **Highlights of Carryover Changes from the 2012 RTIP**

A number of changes that were implemented in the 2012 RTIP are carried forward to the 2014 RTIP. These changes include the following:

- Complete Streets Checklist – Required for all projects
- Prohibition of Multiple Phases in Same Year – Required for all projects
- Project Size Minimums - \$500,000 minimum project size for large counties, \$250,000 minimum project size for counties under 1 million population.
- MTC Resolution No. 3866 Compliance (Transit Coordination Implementation Plan) – Required for transit projects

### **2014 STIP Schedule**

Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on December 18, 2013. The deadline for CMAs to submit the draft list of RTIP projects is October 16, 2013, with the final listing and back up documentation due on November 8, 2013. Please refer to Attachment A for the current 2014 RTIP Schedule.

### **Additional Reminders**

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2014 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**

The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement. This requirement may be waived if

there are no RTIP funds available for programming aside from Planning, Programming, and Monitoring (PPM) funds.

- **Project Solicitation and Public Involvement Process**

Each CMA is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CMA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed under SB 45. The CMAs should have a broad, inclusive public involvement process consistent with MTC's Public Participation Plan ([http://www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm)) and federal regulations, including Title VI.

- **Caltrans Notification of Cost Increases**

Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2013. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

### **STIP Fund Estimate Workshop and Guidelines Hearing**

The California Transportation Commission (CTC) has scheduled a STIP Fund Estimate Workshop and STIP Guidelines Hearing for Thursday, July 18, 2013 in Sacramento. Agencies with comments on the Fund Estimate or Guidelines should coordinate with MTC staff. MTC staff will attend the July 18 workshop and hearing.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov).

#### Attachments

A – Draft 2014 RTIP Schedule

B – Draft 2014 RTIP Targets

**METROPOLITAN TRANSPORTATION COMMISSION  
2014 Regional Transportation Improvement Program  
Draft Tentative Development Schedule (Subject to Change)  
July 10, 2013**

March 5, 2013	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – SF)
May 7, 2013	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 11, 2013	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Sacramento)
June 17, 2013	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2014 RTIP
June 28, 2013	Governor signs State Budget
July 15, 2013	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 18, 2013	CTC holds STIP Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 6, 2013	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – San Diego)
September 1, 2013	Caltrans STIP project cost increase and Caltrans-identified needs information due to MTC
September 4, 2013	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 11, 2013	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 25, 2013	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 16, 2013	<b>Draft Project Listings Due:</b> CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
October 21, 2013	PTAC scheduled review of draft RTIP
November 7, 2013	<b>Final Complete Applications Due:</b> Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing, project-level performance measure analysis, completed project reports, and explanation of unaddressed Caltrans needs due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC.
December 4, 2013	Draft RTIP scheduled to be available for public review
December 11, 2013	PAC scheduled review of RTIP and referral to Commission for approval
December 16, 2013	2014 RTIP due to CTC (PAC approved project list will be submitted)
December 18, 2013	<b>2014 RTIP Adoption:</b> MTC Commission scheduled approval of 2014 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January 30, 2014	CTC 2014 STIP Hearing – Northern California (Location TBD)
February 4, 2014	CTC 2014 STIP Hearing – Southern California (Location TBD)
February 27, 2014	CTC Staff Recommendations on 2014 STIP released
March 19, 2014	<b>2014 STIP Adoption:</b> CTC adopts 2014 STIP (CTC Meeting – Location TBD)

Shaded Area – Actions by Caltrans or CTC

**Draft 2014 STIP Fund Estimate County Targets**

6/20/2013

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	c	a+b+c=d	e	d+e=f
	FY 2017-18 FY 2018-19 New Distrib.	2012 STIP Carryover Balance	Lapses*	2014 STIP Net Capacity	ARRA Backfill (Caldecott)	2014 STIP CMA Program Capacity
Alameda	23,239	2,000	0	25,239	(2,000)	23,239
Contra Costa	15,854	5,000	0	20,854	(5,000)	15,854
Marin	4,331	(39,820)	245	(35,244)		0
Napa	2,851	2,678	230	5,759		5,759
San Francisco	11,745	(2,827)	0	8,918		8,918
San Mateo	12,125	3,728	1,000	16,853		16,853
Santa Clara	27,542	(19,262)	660	8,940		8,940
Solano	7,169	1,256	0	8,425		8,425
Sonoma	8,930	(21,840)	1,204	(11,706)		0
<b>Bay Area Totals</b>	<b>113,786</b>	<b>(69,087)</b>	<b>3,339</b>	<b>48,038</b>	<b>(7,000)</b>	<b>87,988</b>

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2017-18 and FY 2018-19. Counties with negatives have a "\$0" new share.

\* Prior year lapsed funds returned to county share.

Table 2: Planning, Programming, and Monitoring Amounts  
FY 2016-17, FY 2017-18, and FY 2018-19

	g	h	g-h=i	j	i-j	f-i
	PPM Limit FY 2016-17 FY 2017-18 FY 2018-19	Currently Programmed for FY 2016-17	PPM Available for Programming MTC+CMA	MTC Share for FY 2017-18 FY 2018-19	CMA Share for FY 2017-18 FY 2018-19	2014 STIP CMA Program Capacity less PPM**
Alameda	2,179	1,017	1,162	275	887	22,077
Contra Costa	1,487	694	793	179	614	15,061
Marin	406	190	216	51	165	0
Napa	267	125	142	31	111	5,617
San Francisco	1,101	514	587	140	447	8,331
San Mateo	1,137	531	606	145	461	16,247
Santa Clara	2,583	1,206	1,377	321	1,056	7,563
Solano	672	314	358	85	273	8,067
Sonoma	837	391	446	102	344	0
<b>Bay Area Totals</b>	<b>10,669</b>	<b>4,982</b>	<b>5,687</b>	<b>1,329</b>	<b>4,358</b>	<b>82,963</b>

\*\* Assumes CMA programs up to PPM limit.

MTC Resolution No. 4118

Attachment 1-B

Numbers based on Draft 2014 STIP FE (revised) dated 7/9/13

**Draft 2014 STIP Fund Estimate County Targets**

7/16/2013

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	c	a+b+c=d	e	d+e=f
	FY 2017-18 FY 2018-19 New Distrib.	2012 STIP Carryover Balance	Lapses*	2014 STIP Net Capacity	ARRA Backfill (Caldecott)	2014 STIP CMA Program Capacity
Alameda	30,031	2,000	0	32,031	(2,000)	30,031
Contra Costa	20,552	5,000	0	25,552	(5,000)	20,552
Marin	5,617	(39,820)	245	(33,958)		0
Napa	3,698	2,678	230	6,606		6,606
San Francisco	15,241	(2,827)	0	12,414		12,414
San Mateo	15,511	3,728	1,000	20,239		20,239
Santa Clara	35,676	(19,262)	660	17,074		17,074
Solano	9,308	1,256	0	10,564		10,564
Sonoma	11,444	(21,840)	1,204	(9,192)		0
<b>Bay Area Totals</b>	<b>147,078</b>	<b>(69,087)</b>	<b>3,339</b>	<b>81,330</b>	<b>(7,000)</b>	<b>117,480</b>

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2017-18 and FY 2018-19. Counties with negatives have a "\$0" new share/capacity.

\* Prior year lapsed funds returned to county share.

Table 2: Planning, Programming, and Monitoring Amounts  
FY 2016-17, FY 2017-18, and FY 2018-19

	g	h	g-h=i	j	i-j	f-i
	PPM Limit FY 2016-17 FY 2017-18 FY 2018-19	Currently Programmed for FY 2016-17	PPM Available for Programming MTC+CMA	MTC Share for FY 2017-18 FY 2018-19	CMA Share for FY 2017-18 FY 2018-19	2014 STIP CMA Program Capacity less PPM**
Alameda	2,519	1,017	1,502	275	1,227	28,529
Contra Costa	1,722	694	1,028	179	849	19,524
Marin	470	190	280	51	229	0
Napa	310	125	185	31	154	6,421
San Francisco	1,276	514	762	140	622	11,652
San Mateo	1,306	531	775	145	630	19,464
Santa Clara	2,990	1,206	1,784	321	1,463	15,290
Solano	779	314	465	85	380	10,099
Sonoma	963	391	572	102	470	0
<b>Bay Area Totals</b>	<b>12,335</b>	<b>4,982</b>	<b>7,353</b>	<b>1,329</b>	<b>6,024</b>	<b>110,979</b>

\*\* Assumes CMA programs up to PPM limit.

## 10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (9-13-13)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Leisure Town (Elmira to Alamo)	\$35.4 M	\$35.4 M
		Cement Hill/Walters Road Extension and Widening	\$69.9 M	\$69.9 M
STA	I-80 Express Lanes	Red Top Road to I-505	\$130M	\$130M
STA	I-80/I-680/SR12 Interchange	Package 2, & 3	\$309 M	\$191 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	I-80/I-680/SR12 Interchange*	Package 4, 5, 6 & 7	\$381 M	\$381 M
Caltrans	SR12 East Safety/Operational Improvements	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	(WB Scales)	\$150M	\$150 M
STA	I-80 Express Lanes	Carquinez Bridge to SR37	\$100 M	\$100 M

\* West End section of North Connector is included as part of I-80/I-680/SR 12 Interchange project

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied	\$1.5Billion	\$1.5 Billion
Caltrans	SR 12/Church	Currently being studied	Pending	Pending
Caltrans	SR 12 East Widening Improvements	Currently being studied	Pending	Pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M

SHOPP Priorities				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	SR12/SR113	Currently being studied	Pending	Pending
Caltrans	SR113	Currently being studied	Pending	Pending
Caltrans	I-680 Rehabilitation	Currently being studied	Pending	Pending

## 10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (8-21-13)

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station (Ph 2)	Phase 1 fully funded	\$55M	\$55M
Fairfield	Fairfield Transportation Center		\$25 M	\$25 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center (Parkway Blvd., A Street Undercrossing)		Pending	Pending
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.8 M	0
Rio Vista	Rio Vista SR12 Park and Ride		\$8 M	\$8 M
Vallejo	Vallejo Station (Phase B)	Pending updated schedule.	Pending	Pending
Vallejo	Curtola Park and Ride (Ph 2)		Pending	Pending

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Rio Vista	Downtown Park and Ride		\$0.3 M	\$0.3 M
Vallejo	Curtola Transit Center (Ph 3)		Pending	Pending
Vacaville	Vacaville Intermodal Station (Phase 2)	Currently being studied	\$6 - \$15M	\$6 - \$15M



DATE: September 18, 2013  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Benicia Park/Industrial Interchange Improvements and Park and Ride – Request for STA Right of Way Implementation

---

**Background:**

In accordance with the Regional Measure 2 (RM 2) Implementation Plan adopted by the STA Board in July 2013, the City of Benicia is moving aggressively ahead with implementing the Benicia Park/Industrial I/C Improvements and Park and Ride Project. This implementation schedule is driven by the commitment the City and STA made to the Metropolitan Transportation Commission (MTC) that this project would be ready to receive a construction allocation by the end of March 2014. Accordingly, the City is expecting to adopt the environmental document in late November 2013. The next critical step is to initiate the right-of-way acquisition of a property that is necessary for the project.

**Discussion:**

On August 15, 2013, the STA received a letter from the City requesting the STA to be the lead on the right-of-way for this project (Attachment A). Based on this request, the STA staff is supportive of doing the work for this project due to its regional significance. However, this work can only be completed if the project fully compensates the STA for all costs associated with the acquisition. The STA and the City will need to enter into a Funding Agreement that provides for the following:

- All costs for this activity are borne by the project
- The City Adopts the environmental document in November 2013
- The City of Benicia seeks the STA to acquire lands within the City limits on behalf of the City.
- The City will need to gain authorization from the City Council in advance of an offer being made to the property owner(s).

There is currently \$1.25 million of RM 2 funds dedicated to the project. While the City has not fully updated the cost estimate for this project, it is projected that an additional \$500,000 is needed to fully fund the project. The STA recommend State Transit Assistance Funds (STAF) up to this amount to fully fund the project. Any additional costs beyond this added amount will require the City to bear the added costs. STA is proposing to use STAF for the acquisition of the lands for this project.

**Fiscal Impact:**

The costs for this action will be funded with STAF funds up to a maximum of \$500,000. This project will need to be amended into the STA Mid-Year Budget.

**Recommendation:**

Forward a recommendation to the STA Board to approve the following:

1. Dedicate up to \$500,000 of State Transit Assistance Funds (STAF) to the Benicia Park/Industrial Interchange Improvements and Park and Ride project;
2. Authorize the Executive Director to enter into a Funding Agreement with the City of Benicia to the Right-of-Way services for this Project;
3. Authorize the Executive Director to either contract with Contra Costa County or a qualified consultant for the Right-of-Way services for an amount not to exceed \$50,000; and
4. Authorize the Executive Director to acquire lands necessary for this project.

Attachment:

- A. City of Benicia Letter Dated August 15, 2013



August 15, 2013

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



**SUBJECT: Benicia Industrial Park Bus Hub Project/Request for STA to Lead the Right of Way Phase**

Dear Mr. Halls:

Benicia is moving forward on an aggressive time line to deliver the bus hub project. This regionally significant transit facility will serve FAST (Fairfield & Suisun Transit) and most likely SolTrans (Vallejo-Benicia transit provider) in the future. Additionally, the bus hub is located in the Benicia Industrial Park, which is home to 600 businesses that sustain over 7,000 in-County jobs. The bus hub is essential to attract infrastructure grants needed to ensure this regional employment center remains viable in the future

It is anticipated the full \$1.25M in Regional Measure 2 (RM2) earmarked for the bus hub will be needed to complete the project. Per the Metropolitan Transportation Commission's (MTC) RM2 Program Delivery Strategy, funding for the construction phase must be allocated by the end of March, 2014. The right of way phase will include the acquisition of a 1.0 acre parcel from a private property owner that currently operates a mobile vending service on-site.

Given this tight time line, the regional significance of the bus hub facility, and the Solano Transportation Authority's (STA) experience and success in property acquisition, Benicia respectfully requests STA lead the right of way phase of this project.

We would appreciate the opportunity to discuss this request with you. Mike Roberts, of my staff, is available to coordinate a meeting. He can be reached at (707) 746-4237. Thank you.

Sincerely,

Melissa Morton  
Public Works Director

cc: Brad Kilger, Benicia City Manager  
Janet Adams, Deputy Executive Director/Director of Projects  
Robert Macaulay, STA Planning Director  
Mike Roberts, Benicia Senior Civil Engineer

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DATE: September 16, 2013  
TO: STA TAC  
FROM: Robert Macaulay, Planning Director  
RE: 2013 Congestion Management Program Update

---

**Background:**

The legislation creating Congestion Management Agencies (CMAs), such as the Solano Transportation Authority (STA), requires the bi-annual update of agency Congestion Management Programs (CMPs). CMPs are reviewed by the regional Metropolitan Planning Organization for consistency with the most-recently adopted Regional Transportation Plan (RTP). For Solano County and for the nine County Bay Area - this is performed by the Metropolitan Transportation Commission (MTC)

MTC typically publishes guidance for update of the CMP in March or April of the year that it is due. This year, because of the development of the new RTP, known as Plan Bay Area, the MTC guidance memo (Attachment A) was not adopted until July 5, and Plan Bay Area was not adopted until July 18. The most important impact of this is that the final land uses and transportation network to be used in an updated traffic model were not available in time to allow proper update and validation of the county travel demand model. As a result, and with the approval of MTC staff, the 2013 CMP update focuses on local changes such as transit use data.

**Discussion:**

The Draft 2013 Solano CMP is provided as Attachment B. The proposed amendments were made using track changes in order to emphasize differences between the adopted 2011 version and the draft 2013 version. The changes generally fall into the following categories:

- New Plan Bay Area goals - required to be incorporated into the document by MTC's July 5, 2015 guidance memo.
- Updated Capital Improvement Program, to reflect completed projects and changes to the RTP approved transportation network.
- Updated system performance data, primarily focused on the transit system.

The draft 2013 Solano CMP does not show any significant changes in traffic patterns in the past two years, but it does note changes to transit services that have occurred. With the adoption of the new RTP and the reported upturn in the economy of Solano County and the region, the 2015 Solano CMP may be a substantially different document.

The Draft 2013 Solano CMP will be reviewed by MTC, and any proposed changes will be reviewed by the STA TAC in November 2013. The Final 2013 Solano CMP is due to MTC in December of 2013.

**Fiscal Impact:**

No impact to the STA General Fund.

**Recommendation:**

Forward a recommendation to the STA Board to send the Draft 2013 Solano CMP to MTC for review and comment.

Attachments:

- A. MTC July 5 CMP Update Guidance Memo
- B. Draft 2013 Solano CMP (To be provided under separate cover.)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

TO: Planning Committee

DATE: July 5, 2013

FR: Executive Director

RE: 2013 Congestion Management Program Guidance: MTC Res. No. 3000, Revised

### **Background**

The state law establishing the Congestion Management Programs (CMPs) includes specific requirements for the content and development process, the relationship between the CMPs and the metropolitan planning process, and requirements for system monitoring. MTC's responsibilities include review of the consistency of the CMPs with the Regional Transportation Plan (RTP), evaluation of the consistency and compatibility of the CMPs in the region, and inclusion of the CMP projects in the Regional Transportation Improvement Program (RTIP) in order to compete for state funding.

### **CMP Review Process and Schedule**

MTC is required to evaluate consistency of the CMPs every two years with the RTP that is in effect when the CMP is submitted. In anticipation of the upcoming CMP review this fall (see Table 1, attached) staff is recommending an update to the CMP guidelines to reflect the policies in Plan Bay Area that are relevant to the CMPs. This will allow the CMAs time to incorporate the new guidance into their draft CMPs that are due to MTC in October.

### **Proposed Changes in CMP Guidance for 2013**

The changes to the CMP Guidance include references to regional goals and policies established in the draft Plan Bay Area. Staff will update the guidelines, as necessary, to reflect any final revisions to the Plan that have relevance to the CMPs. Projects proposed for the Regional Transportation Improvement Program (RTIP) will be reviewed for consistency with MTC's Plan Bay Area.

### **Recommendation**

MTC Res. 3000 delegates to this Committee the responsibility for approving amendments to the CMP Guidance (MTC Res. No 3000). Staff recommends that the committee approve the revisions to Attachments A and B of Res. No. 3000, for the purpose of providing guidance for the development of the 2013 CMPs consistent with Plan Bay Area.

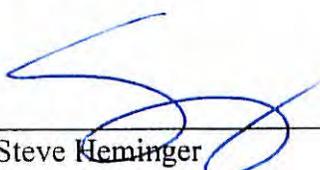
  
\_\_\_\_\_  
Steve Heminger

Table 1

**MTC's 2013 CMP Review Process and Draft Schedule**

Date	Event	Responsible Party
July 12	Approval of updates to CMP Guidance	MTC's Planning Committee
October 16	Final 2013 CMPs due to MTC Proposed RTIP project listings to MTC	CMAs
October 21- November 14	Review of consistency of CMPs with the Regional Transportation Plan (RTP)	MTC staff
November 14 (tentative)	MTC's Consistency Findings on 2013 CMPs	Planning Comm. Recommendation
December 11	MTC's approval of the 2014 RTIP	PAC recommendation
December 18 (tentative)	MTC's Consistency Findings on 2013 CMPs MTC's approval of the 2014 RTIP	MTC
December 24	2014 RTIP due to the California Transportation Commission (CTC)	MTC

Date: June 25, 1997  
W.I.: 30.5.10  
Referred By: WPC  
Revised: 06/11/99-W 05/11/01-POC  
06/13/03-POC 06/10/05-POC  
05/11/07-PC 05/08/09-PC  
06/10/11-PC 07/12/13-PC

### ABSTRACT

#### Resolution No. 3000, Revised

This resolution revises MTC's Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan (RTP).

This resolution supersedes Resolution No. 2537

Attachments A and B of this resolution were revised on June 11, 1999 to reflect federal and state legislative changes established through the passage of the Transportation Equity Act of the 21<sup>st</sup> Century and SB 45, respectively. In addition, the Modeling Checklist has been updated.

Attachments A and B of this resolution were revised on May 11, 2001 to reflect state legislative changes and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 13, 2003 to reflect state legislative changes, 2001 RTP goals and policies, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 10, 2005 to reflect the updated RTP goals, as per Transportation 2030, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 11, 2007 to reflect federal legislative changes established through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), and to reference new State Transportation Control Measures and updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 8, 2009 to reflect MTC's new RTP (Transportation 2035 Plan), an updated Travel Demand Modeling Checklist, and revised Resolution 3434 and TOD policy.

ABSTRACT  
MTC Resolution No. 3000, Revised  
Page 2

Attachments A and B of this resolution were revised on June 10, 2011 to reflect the new regional coordinated land use and transportation planning process as directed through SB 375, an updated Travel Demand Modeling Checklist, the newly released Highway Capacity Manual 2010, the Bay Area 2010 Ozone Strategy, and updates to the table noting achievement of the Transit Oriented Development requirements by Resolution No. 3434 transit extension project.

Attachments A and B of this resolution were revised on July 12, 2013 to reflect the new RTP (Plan Bay Area) and the statutory requirements in MAP-21 for RTP and air quality conformity requirements.

Date: June 25, 1997  
W.I.: 30.5.10  
Referred By: WPC

Re: Congestion Management Program Policy.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3000

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

WHEREAS, Government Code § 65080 requires each transportation planning agency to prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system; and

WHEREAS, Government Code § 65089 requires a designated local agency in each urbanized county to develop, adopt, and periodically update a congestion management program for the county and its included cities unless a majority of local governments in a county and the county board of supervisors elect to be exempt; and requires that this congestion management program be developed in consultation, among others, with the regional transportation planning agency; and

WHEREAS, Government Code § 65089.2 requires that, for each congestion management program prepared, the regional transportation planning agency must make a finding that each congestion management program is consistent with the regional transportation plan, and upon making that finding shall incorporate the congestion management program into the regional transportation improvement program; and

WHEREAS, Government Code § 65082 requires that adopted congestion management programs be incorporated into the regional transportation improvement program approved by MTC; and

WHEREAS, MTC has adopted a Congestion Management Program Policy (MTC Resolution 2537, Revised) to provide guidance for all the counties and cities within the region in preparing their congestion management programs; and,

WHEREAS, MTC's Congestion Management Program Policy needs to be updated from time to time to provide further guidance, now, therefore, be it

RESOLVED, that MTC adopts the Congestion Management Program Policy, as set forth in Attachments A and B to this resolution, which are incorporated herein by reference; and, be it further

RESOLVED, that the MTC Work Program Committee is delegated the responsibility for approving amendments to Attachments A and B; and, be it further

RESOLVED, that this resolution shall be transmitted to the nine Bay Area Congestion Management Agencies for use in preparing their congestion management programs; and, be it further

RESOLVED, that MTC Resolution No. 2537, Revised is hereby superceded.

METROPOLITAN TRANSPORTATION COMMISSION

---

Jane Baker, Chairwoman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 25, 1997.

Date: June 25, 1997  
W.I.: 30.5.10  
Referred By: WPC  
Revised: 06/11/99-W 05/11/01-POC  
06/13/03-POC 06/10/05-POC  
05/11/07-PC 05/08/09-PC  
06/10/11-PC 07/12/13-PC

Attachment A  
Resolution No. 3000  
Page 1 of 11

**GUIDANCE FOR CONSISTENCY OF  
CONGESTION MANAGEMENT PROGRAMS  
WITH THE REGIONAL TRANSPORTATION PLAN**

Metropolitan Transportation Commission

July 2013

**GUIDANCE FOR CONSISTENCY OF  
CONGESTION MANAGEMENT PROGRAMS  
WITH THE REGIONAL TRANSPORTATION PLAN**

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## **I. INTRODUCTION**

### **A. Purpose of This Guidance**

The Congestion Management Program (CMP) statutes establish specific requirements for the content and development process for CMPs, for the relationship between CMPs and the metropolitan planning process, for CMA monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation agency. CMPs are not required in a county if a majority of local governments and the Board of Supervisors adopt resolutions electing to be exempt from this requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). This Guidance is for those counties that prepare a CMP in accordance with state statutes. For counties that opt out of preparing a CMP, MTC will directly work with the appropriate county agencies to establish project priorities for funding.

CMP statutes also specify particular responsibilities involving CMPs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the CMPs with the RTP, evaluation of the consistency and compatibility of the CMPs in the Bay Area, and inclusion of the CMP projects in the Regional Transportation Improvement Program (RTIP).

The purpose of this guidance is to focus on the relationship of the CMPs to the regional planning process and MTC's role in determining consistency of CMPs with the Regional Transportation Plan (RTP).

### **B. Legislative Requirement for Congestion Management Programs**

Congestion Management Programs were established as part of a bi-partisan legislative package in 1989, and approved by the voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century by AB 471 (Katz); (Chapter 106, Statutes 1989). They were revised by AB 1791 (Katz) (Chapter 16, Statutes of 1990), AB 3093 (Katz) (Chapter 2.6, Statutes of 1992), AB 1963 (Katz) (Chapter 1146, Statutes of 1994), AB 2419 (Bowler) (Chapter 293, Statutes of 1996), AB 1706 (Chapter 597, Statutes of 2001), and SB 1636 (Figueroa)(Chapter 505, Section 4, Statutes of 2002), which defines and incorporates "infill opportunity zones." The provisions regarding establishing new "infill opportunity zones" have now expired, but established infill opportunities zones are still subject to the statutes.

CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds. Additionally, CMPs play a role in the development of specific project proposals for the Regional Transportation Improvement Program.

### **C. The Role of CMPs in the Metropolitan Planning Process**

CMPs play a role in the countywide and regional transportation planning processes:

- CMPs can identify specific near term projects to implement the longer-range vision established in a countywide plan.
- Through CMPs, the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context.
- CMPs establish a link between local land use decision making and the transportation planning process.
- CMPs are a building block for the federally required Congestion Management Program.

## **II. MTC's ROLE and RESPONSIBILITIES**

### **A. MTC's Responsibilities regarding CMPs**

MTC's direct responsibilities under CMP statutes are concentrated in the following provisions:

*“The regional agency shall evaluate the consistency between the program (i.e., the CMP) and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region. (Section 65089.2 (a))*

*The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program. (Section 65089.2(b))*

*It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.” Section 65089.2.(d)(1))*

### **B. The Regional Transportation Plan (RTP) Regulatory Setting and Goals**

#### **Federal Requirements**

The primary federal requirements regarding RTPs are addressed in the metropolitan transportation planning rules in Title 23 of the Code of Federal Regulations (CFR) Part 450 and 500 and Title 49 CFR Part 613. These federal regulations have been updated to reflect the metropolitan transportation planning regulations called out in MAP-21. Under MAP-21, the U.S. Department of Transportation requires that metropolitan planning organizations, such as MTC, prepare long-range transportation plans and update them

every four years if they are in areas designated as “nonattainment” or “maintenance” for federal air quality standards. Plan Bay Area fulfills this requirement.

#### State Requirements

California Government Code Section 65080 sets forth the State’s requirements for RTPs. Section 65080 requires MPOs located in air quality nonattainment regions update their RTPs at least every four years.

The regional agencies, particularly MTC, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission, will also address new requirements flowing from California’s 2008 Senate Bill 375 (Steinberg), which calls on each of the state’s 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. The mechanism for achieving these reductions will be a Sustainable Communities Strategy (SCS). Plan Bay Area is the region’s SCS and RTP and has been developed in an integrative process with the Bay Area’s regional and local partners.

#### State Regional Transportation Plan (RTP) Guidelines

The RTP Guidelines adopted by the California Transportation Commission (CTC) state that the CTC cannot program projects that are not identified in the RTP.

Section 65080 of the Government Code, as amended by SB 375, states that the RTP shall contain four distinct elements:

- A Policy Element that reflects the mobility goals, policies and objectives of the region;
- A Sustainable Communities Strategy, as established through SB 375;
- An Action Element that identifies programs and actions to implement the RTP; and
- A Financial Element that summarizes the cost of implementing the projects in the RTP in a financially constrained environment.

Plan Bay Area serves all the specific planning purposes outlined in the CTC RTP Guidelines

#### **C. Consistency Findings**

MTC’s findings for the consistency of CMPs focus on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

**1) Goals and objectives established in the RTP**

Plan Bay Area represents the adopted transportation policy and action statement of how the Bay Area will approach the region’s transportation needs to the year 2040. It was prepared by MTC in partnership with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC) and in collaboration with Caltrans, the nine county-level Congestion Management Agencies (CMAs) or substitute agencies, over two dozen Bay Area transit operators, and numerous transportation stakeholders and the public.

Plan Bay Area incorporates a set of performance targets for as quantifiable measures against which progress may be evaluated, as shown below:

<b><u>PLAN BAY AREA PERFORMANCE TARGETS</u></b>		
<b>Goal/Outcome</b>	<b>#</b>	<b>Target</b>
CLIMATE PROTECTION	<b>1</b>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	<b>2</b>	House 100% of the region’s projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	<b>3</b>	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%</li> <li>• Reduce coarse particulate emissions (PM10) by 30%</li> <li>• Achieve greater reductions in highly impacted areas</li> </ul> <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>
	<b>4</b>	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	<b>5</b>	Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General’s guidelines</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	<b>6</b>	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	<b>7</b>	Decrease by 10% the share of low-income and lower-middle income residents’ household income consumed by transportation and housing

<i>Source: Adapted from Center for Housing Policy</i>	
ECONOMIC VITALITY	<p><b>8</b> Increase gross regional product (GRP) by an average annual growth rate of approximately 2%</p> <p><i>Source: Bay Area Business Community</i></p>
TRANSPORTATION SYSTEM EFFECTIVENESS	<p><b>9</b></p> <ul style="list-style-type: none"> <li>• Increase non-auto mode share by 10%</li> <li>• Decrease automobile vehicle miles traveled per capita by 10%</li> </ul> <p><i>Source: Adapted from Caltrans Smart Mobility 2010</i></p> <hr/> <p><b>10</b> Maintain the transportation system in a state of good repair:</p> <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce share of transit assets past their useful life to 0%</li> </ul> <p><i>Source: Regional and state plans</i></p>

**Regional Transit Expansion Program**

The Regional Transit Expansion Program – adopted by the Commission as Resolution 3434 –calls for a nearly \$12 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. MTC has adopted a Transportation and Land Use Platform that calls for supportive land use plans and policies to support transit extensions in Res. 3434. Further, MTC has adopted a Transit Oriented Development Policy, as part of Res. 3434, that establishes specific housing thresholds for these extensions, requires station area plans and establishes corridor working groups. These regional policies and specific projects within the county should be recognized in the CMP (attached as Appendix C).

**2) Consistency of the system definition with adjoining counties**

The CMP statutes require that the CMA designate a system of highways and roadways which shall be subject to the CMP requirements. Consistency requires the regional continuity of the CMP designated system for facilities that cross county borders.

**3) Consistency with pertinent Air Quality Plans**

Transportation Control Measures (TCMs) are identified in the federal and state air quality plans to achieve and maintain the respective standards for ozone and carbon monoxide. The statutes require that the Capital Improvement Program (CIP) of the CMP conform to transportation related vehicle emission air quality mitigation measures. CMPs should promote the region's adopted transportation control measures (TCMs) for the Federal and State Clean Air Plans. In addition, CMPs are encouraged to consider the benefits of greenhouse gas (GHG) reductions in developing the CIP, although GHG emission reductions are not currently required in either Federal or State Clean Air Plans.

A reference to the lists of federal and state TCMs is provided in Attachment B. The lists may be updated from time to time to reflect changes in the federal and state air quality plans..

In particular, TCMs that require local implementation should be identified in the CMP, specifically in the CIP:-

CMPs are also required to contain provisions pertaining to parking cash-out.

*(1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development. (2) At the request of an existing commercial development that has implemented a parking cashout program, the city of county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes. (Section 65089 (d)*

It should also be noted that starting on January 1, 2010, cities, counties and air districts have the option of enforcing the State Parking Cash-Out statutes (Section 43845 of the Health and Safety Code), as per SB 728 (Lowenthal). This provides local jurisdictions with another tool to craft their own approaches to support multi-modal transportation systems, address congestion and green house gasses.

#### **4) Consistency with the MTC Travel Demand Modeling Databases and Methodologies**

MTC's statutory requirements regarding consistent databases are as follows:

*The agency, (i.e., the CMA) in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model . . . The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency. (Section 65089 (c))*

MTC desires the development and implementation of consistent travel demand models, with shared input databases, to provide a common foundation for transportation policy and investment analysis.

The Regional Model Working Group of the Bay Area Partnership serves as a forum for sharing data and expertise, and providing peer review for issues involving the models developed by or for the CMAs, MTC, and other parties. The MTC Checklist for

Modeling will be used to guide the consistency assessment of CMA models with the MTC model.

The Checklist is included in Attachment B, and addresses:

- Demographic/econometric forecasts
- Pricing assumptions
- Network assumptions
- Travel demand methodologies; and,
- Traffic assignment methodologies

#### 5) **Level of Service Methodology**

CMP statutory requirements regarding level of service are as follows

*“Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual.”* (Section 65089 (b))

The most recently adopted version of the Highway Capacity Manual is HCM2010, which significantly enhances how engineers and planners assess the traffic and environmental effects of highway projects by:

- Providing an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians;
- Addressing the proper application of micro-simulation analysis and the evaluation of those results; and
- Examining active traffic management in relation to both demand and capacity.

Use of HCM2010 is encouraged, especially for the integrated multimodal approach to analysis of streets for various users.

#### 6) **RTP Financial Requirements and Projections**

Under the federal transportation authorization (MAP-21), the actions, programs and projects in the RTP must be financially deliverable within reasonable estimates of public and private resources. While CMPs are not required by legislation to be financially constrained, recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP. The CMA may submit project proposals for consideration by MTC in developing future financially constrained RTPs.

#### **D. Consistency and Compatibility of the Programs within the Region**

The CMP statutes require that, in the case of a multi-county regional transportation agency, that agency shall evaluate the consistency and compatibility of the congestion management programs within the region. Further, it is the Legislature's stated intention that the regional agency (i.e., MTC in the San Francisco Bay Area) resolve inconsistencies and mediate disputes between congestion management programs within a region.

To the extent useful and necessary, MTC will identify differences in methodologies and approaches between the CMPs on such issues as performance measures and land use impacts.

#### **E. Incorporation of the CMP Projects into the RTIP**

State transportation statutes require that the MTC, in partnership with the State and local agencies, develop the Regional Transportation Improvement Program (RTIP) on a biennial cycle. The RTIP is the regional proposal for State and federal funding, adopted by MTC and provided to the California Transportation Commission (CTC) for the development of the State Transportation Improvement Program (STIP). In 1997, SB 45 (Statutes 1997, Chapter 622) significantly revised State transportation funding policies, delegating project selection and delivery responsibilities for a major portion of funding to regions and counties. Subsequent changes to state law (AB 2928 – Statutes 2000, Chapter 91) made the RTIP a five-year proposal of specific projects, developed for specific fund sources and programs. The RTIP is required to be consistent with the RTP that is currently in effect. The RTP is revised periodically.

The CMP statutes establish a direct linkage between CMPs that have been found to be consistent with the RTP, and the RTIP. MTC will review the projects in the Capital Improvement Program (CIP) of the CMP for consistency with the RTP. MTC's consistency findings for projects in the CMPs will be limited to those projects that are included in the RTP, and do not extend to other projects that may be included in the CMP. Some projects may be found consistent with a program category in the RTP. MTC, upon finding that the CMP is consistent with the RTP, shall incorporate the program into the RTIP, subject to specific programming and funding requirements. If MTC finds the program inconsistent, it may exclude any project in the program from inclusion in the RTIP. Since the RTIP must be consistent with the RTP, projects that are not consistent with the RTP will not be included in the RTIP. MTC may include certain projects or programs in the RTIP which are not in a CIP, but which are in the RTP. In addition, SB 45 requires projects included in the Interregional Transportation Improvement Program (ITIP) to be consistent with the RTP.

MTC will establish funding bid targets for specific funds, based upon the fund estimate as adopted by the California Transportation Commission (CTC). Project proposals can only be included in the RTIP within these funding bid targets. MTC will also provide information on other relevant RTIP processes and requirements, including coordination

between city, county, and transit districts for project applications, schedule, evaluations and recommendations of project submittals, as appropriate for the RTIP.

As per CTC's Guidelines, MTC will evaluate the projects in the RTIP based on specific performance indicators and measures as established in the RTP, and provide this evaluation to the CTC along with the RTIP. CMAs are encouraged to consider the performance measures in Plan Bay Area when developing specific project proposals for the RTIP; more details will be provided in the RTIP Policies and Procedures document, adopted by MTC for the development of the RTIP.

### **III. CMP PREPARATION AND SUBMITTAL TO MTC**

#### **A. CMP Preparation**

If prepared, the CMP shall be developed by the CMA in consultation with, and with the cooperation of, MTC, transportation providers, local governments, Caltrans, and the BAAQMD, and adopted at a noticed public hearing of the CMA. As established in SB 45, the RTIP is scheduled to be adopted by December 15 of each odd numbered year. If circumstances arise that change this schedule, MTC will work with the CMAs and substitute agencies in determining an appropriate schedule and mechanism to provide input to the RTIP.

#### **B. Regional Coordination**

In addition to program development and coordination at the county level, and consistency with the RTP, the compatibility of the CMPs with other Bay Area CMPs would be enhanced through identification of cross county issues in an appropriate forum, such as Partnership and other appropriate policy and technical committees. Discussions would be most beneficial if done prior to final CMA actions on the CMP.

#### **C. Submittal to MTC**

To provide adequate review time, draft CMPs should be submitted to MTC in accordance to a schedule MTC will develop to allow sufficient time for incorporation into the RTIP for submittal to the California Transportation Commission. Final CMPs must be adopted prior to final MTC consistency findings.

#### **D. MTC Consistency Findings for CMPs**

MTC will evaluate consistency of the CMP every two years with the RTP that is in effect when the CMP is submitted; for the 2013 CMP the RTP in effect will be Plan Bay Area. MTC will evaluate the consistency of draft CMPs when received, based upon the areas specified in this guidance, and will provide staff comments of any significant concerns. MTC can only make final consistency findings on CMPs that have been officially adopted.

Date: June 25, 1997  
W.I.: 30.5.10  
Referred By: WPC  
Revised: 06/11/99-W 05/11/01-POC  
06/13/03-POC 06/10/05-POC  
05/11/07-PC 05/08/09-PC  
06/10/11-PC 07/12/13-PC

Attachment B  
Resolution No. 3000  
Page 1 of 18

**Attachment B to MTC Resolution No. 3000 consists of:**

- Appendix A Federal and State Transportation Control Measures
- Appendix B Checklist for Modeling Consistency for CMPs
- Appendix C MTC's Regional Transit Expansion Program of Projects (MTC Resolution No. 3434, revised 09/24/08)
- Appendix D MTC's Resolution No. 3434 Transit Oriented Development (TOD) Policy, revised 10/24/07

## **Appendix A: Federal and State Transportation Control Measures (TCMs)**

### **Federal TCMs:**

For a list and description of current Federal TCMs, see the “Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard” adopted Oct. 24, 2001, and “2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas,” approved January 30, 2006.

The current Federal TCMs have been fully implemented. Refer to the "Final Transportation-Air Quality Conformity Analysis Transportation 2035 Plan and 2011 Transportation Improvement Program" at [http://www.mtc.ca.gov/funding/tip/Final\\_AQ\\_conformity\\_Analysis.pdf](http://www.mtc.ca.gov/funding/tip/Final_AQ_conformity_Analysis.pdf) (page 15) for the specific implementation steps in the advancement of these Federal TCMs.

### **State TCMs:**

For a list and description of current State TCMs, see “Bay Area 2010 Ozone Strategy,” or subsequent revisions as adopted by the Bay Area Air Quality Management.

### **CMAQ Evaluation and Assessment Report:**

MTC participated in a federal evaluation and assessment of the direct and indirect impacts of a representative sample of Congestion Mitigation and Air Quality (CMAQ) – funded projects on air quality and congestion levels. The study estimated the impact of these projects on emissions of transportation related pollutants, including carbon monoxide (CO), ozone precursors – oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds (VOCs), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and carbon dioxide (CO<sub>2</sub>) for information purposes, as well as on traffic congestion and mobility. There is also additional analysis of the selected set of CMAQ-funded projects to estimate of the cost effectiveness at reducing emissions of each pollutant. This report may be of interest to CMAs; it is available on line at:

<http://www.fhwa.dot.gov/environment/cmaqpgs/safetealu1808/index.htm>  
or from the MTC/ABAG Library.

## **Appendix B: MTC Checklist for Modeling Consistency for CMPs**

### **Overall approach**

MTC's goal is to establish regionally consistent model "sets" for application by MTC and the CMAs. In the winter of 2010/2011, MTC replaced the modeling tool – named *BAYCAST-90* – that had been in place, with relatively minor modifications, for the past two decades with a more sophisticated, so-called "activity-based" model – named *Travel Model One*. This change required a broad re-thinking of these guidelines as they now require a framework in which trip-based and activity-based models can be aligned. The approach remains the same: a checklist is used to adjudge consistency across model components.

### **Checklist**

This checklist guides the CMAs through their model development and consistency review process by providing an inventory of specific products to be developed and submitted to MTC, and by describing standard practices and assumptions.

Because of the complexity of the topic, the checklist may need additional detailed information to explain differences in methodologies or data. Significant differences will be resolved between MTC and the CMA, taking advantage of the Regional Model Working Group. Standard formats for model comparisons will be developed by MTC for use in future guidelines.

### **Incremental updates**

The CMA forecasts must be updated every two years to be consistent with MTC's forecasts. Alternative approaches to fully re-running the entire model are available, including incremental approaches through the application of factors to demographic inputs and/or trip tables. Similarly, the horizon year must be the same as the TIP horizon year. However, interpolation and extrapolation approaches are acceptable, with appropriate attention to network changes. These alternatives to re-running the entire model should be discussed with MTC before the CMP is adopted by the CMA.

### **Defining the MTC model sets**

The MTC model sets referred to below are defined as those in use on December 31st of the year preceding the CMP update.

### **Key Assumptions**

Please report the following information.

#### **A. General approach:**

Discuss the general approach to travel demand modeling by the CMA and the CMA model's relationship to either *BAYCAST-90* or *Travel Model One*.

**PRODUCT 1:** Description of the above.

#### **B. Demographic/economic/land use forecasts:**

Both base and forecast year demographic/economic/land use ("land use") inputs must be consistent – though not identical – to the census tract-level data provided by ABAG. Specifically, if CMAs wish to reallocate land use within their own county (or counties),

they must consult with the affected city (or cities) as well as with ABAG and MTC. Further, the resulting deviation in the subject county (or counties) should be no greater than plus or minus one percent from the county-level totals provided by ABAG for the following variables: population, households, jobs, and employed residents. Outside the subject county (or counties), the land use variables in the travel analysis zones used by the county must match either ABAG's estimates exactly when aggregated/disaggregated to census tracts or the county-in-question's estimates per the revision process noted above (e.g. Santa Clara county could use the revised estimates San Mateo developed through consultation with local cities, ABAG, and MTC). Forecast year demand estimates should use either the *Plan Bay Area* or Draft Proposed Plan (used in the *Plan Bay Area* DEIR) land use data, both generated by ABAG. CMAs may also analyze additional, alternative land use scenarios that will not be subject to consistency review.

**PRODUCTS:** 2) A statement establishing that the differences between key ABAG land use variables and those of the CMA do not differ by more than one percent at the county level for the subject county. A statement establishing that no differences exist at the census-tract-level outside the county between the ABAG forecast or the ABAG/CMA revised forecast.

3) A table comparing the ABAG land use estimates with the CMA land use estimates by county for population, households, jobs, and employed residents for both the base year and the horizon year.

4) If land use estimates within the CMA's county are modified from ABAG's projections, agendas, discussion summaries, and action items from each meeting held with cities, MTC, and/or ABAG at which the redistribution was discussed, as well as before/after census-tract-level data summaries and maps.

**C. Pricing Assumptions:**

Use MTC's automobile operating costs, transit fares, and bridge tolls or provide an explanation for the reason such values are not used.

**PRODUCT 5:** Table comparing the assumed automobile operating cost, key transit fares, and bridge tolls to MTC's values for the horizon year.

**D. Network Assumptions:**

Use MTC's regional highway and transit network assumptions for the other Bay Area counties. CMAs should include more detailed network definition relevant to their own county in addition to the regional highway and transit networks. For the CMP horizon year, to be compared with the TIP interim year, regionally significant network changes in the base case scenario shall be limited to the current Transportation Improvement Program (TIP) for projects subject to inclusion in the TIP.

**PRODUCT 6:** Statement establishing satisfaction of the above.

**E. Automobile ownership:**

Use *Travel Model One* automobile ownership models or forecasts, *BAYCAST-90* automobile ownership models, or submit alternative models to MTC for review and comment.

**PRODUCT 7:** County-level table comparing estimates of households by automobile ownership level (zero, one, two or more automobiles) to MTC's estimates for the horizon year.

**F. Tour/trip generation:**

Use *Travel Model One* tour generation models or forecasts, *BAYCAST-90* trip generation models, or submit alternative models to MTC for review and comment.

**PRODUCT 8:** Region-level tables comparing estimates of trip and/or tour frequency by purpose to MTC's estimates for the horizon year.

**G. Activity/trip location:**

Use *Travel Model One* activity location models or forecasts, *BAYCAST-90* trip distribution models, or submit alternative models to MTC for review and comment.

**PRODUCTS:** 9) Region-level tables comparing estimates of average trip distance by tour/trip purpose to MTC's estimates for the horizon year.

10) County-to-county comparison of journey-to-work or home-based work flow estimates to MTC's estimates for the horizon year.

**H. Travel mode choice:**

Use *Travel Model One* models or forecasts, *BAYCAST-90* models, or submit alternative models to MTC for review and comment.

**PRODUCT 11:** Region-level tables comparing travel mode share estimates by tour/trip purpose to MTC's estimates for the horizon year.

**I. Traffic Assignment**

Use *Travel Model One* or *BAYCAST-90* models, or submit alternative models to MTC for review and comment.

**PRODUCTS:** 12) Region-level, time-period-specific comparison of vehicle miles traveled and vehicle hours traveled estimates by facility type to MTC's estimates for the horizon year.

13) Region-level, time-period-specific comparison of estimated average speed on freeways and all other facilities, separately, to MTC's estimates for the horizon year.

Alternatively, CMAs may elect to utilize MTC zone-to-zone vehicle trip tables, adding network and zonal details within the county as appropriate, and then re-run the assignment. In this case, only Products 12 and 13 are applicable.

**Appendix C: MTC's Regional Transit Expansion Program of Projects  
(MTC Resolution 3434)**

*Note that Resolution No. 3434, Revised, is reproduced below with the TOD Policy attached as Appendix D to Resolution No. 3000; other associated appendices are not attached here – the other appendices are available upon request from the MTC library.*

Date: December 19, 2001  
W.I.: 12110  
Referred by: POC  
Revised: 01/30/02-C      07/27/05-C  
          04/26/06-C      10/24/07-C  
          09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001  
W.I.: 12110  
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3434, Revised

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

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21<sup>st</sup> Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes,

and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length; and, be it further

METROPOLITAN TRANSPORTATION COMMISSION

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Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 19, 2001.

**Appendix D: MTC's Regional Transit Expansion Program of Projects (MTC Resolution 3434) TOD Policy**

*Res. No. 3434, TOD Policy (Attachment D-2), revised October 24, 2007, is shown below; other associated Res. 3434 appendices are available upon request from the MTC library.*

Date: July 27, 2005  
W.I.: 12110  
Referred by: POC  
Revised: 10/24/07-C

Attachment D-2  
Resolution No. 3434  
Page 10 of 7

**MTC RESOLUTION 3434 TOD POLICY  
FOR REGIONAL TRANSIT EXPANSION PROJECTS**

**I. Purpose**

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

## 2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

**TABLE 1  
 RESOLUTION 3434 TRANSIT EXTENSION PROJECTS SUBJECT TO CORRIDOR THRESHOLDS**

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)  (a) Phase 1 Pittsburg to Antioch  (b) Future phases	BART/CCTA	Commuter Rail	No  No	Yes  No
BART – Downtown Fremont to San Jose / Santa Clara  (a) Fremont to Berryessa  (b) Berryessa to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No  No	Not yet determined; planning is underway  Not yet determined
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes	Yes
Sonoma-Marin Rail  (a) Phase 1 downtown San Rafael to downtown Santa Rosa  (b) Future phases tbd	SMART	Commuter Rail	No	Not yet determined; planning is underway  Not yet being planned

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No	Not yet determined; planning is underway
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.*	WTA	Ferry	No	Line specific

\* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.

### 3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) <sup>1</sup>

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

### 4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

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<sup>1</sup> The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

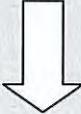
<b>TABLE 2            REGIONAL TOD POLICY IMPLEMENTATION PROCESS            FOR TRANSIT EXTENSION PROJECTS</b>		
Transit Agency Action	City Action	MTC/CMA/ABAG Action
All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning. <div style="text-align: center;">  </div>		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
<i>Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .</i>		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
<i>Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.</i> <div style="text-align: center;">  </div>		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS HOUSING UNITS – AVERAGE PER STATION AREA					
Project Type / Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

*Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.*

*Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.*

*\* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);

Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC’s Station Area Planning Grants.

To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.

An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);

The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.

The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

#### 5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways,

railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.

- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

#### 6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

#### 7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

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DATE: September 13, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: STA Alternative Fuel and Infrastructure Plan

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**Background:**

The STA began the development of the Alternative Fuel and Infrastructure Plan in June 2012 with assistance for the consultant group ICF International. The purpose of the Plan was to review major choices for alternative fuels and vehicles, assesses their benefits and costs, and identifies implementation actions to help overcome barriers to greater use of alternative fuels. The Plan was intended to be a tool to assist member agencies in future decisions for fleet conversions and infrastructure improvements; it was not intended to be a vehicle replacement plan.

The Alternative Fuels and Infrastructure Plan is intended to also serve as an advocacy document for future grant funding for STA's member agencies. In addition, the Plan will provide a resource document to guide potential discretionary clean air funds available through the Bay Area Air Quality Management District and Yolo Solano Air Quality Management District. Both Air Districts have been active partners and participants in the Plan's development.

A Technical Working Group was established to provide technical support and feedback as the Plan is being developed. The Working Group consisted of fleet managers, public works, planning, transit, and Air District staff. Since the start of the Plan's development, the Working Group has met three times to review technical reports supporting the draft Alt. Fuels and Infrastructure Plan. In addition, the Alternative Modes Policy Sub-Committee of the STA Board provided overall policy guidance in the plan's development and was provided updates regarding the Plan's development.

**Discussion:**

STA staff provided a draft of the Alternative Fuels and Infrastructure Plan to the Transit Consortium and the STA Technical Advisory Committee at their August 27<sup>th</sup> and 28<sup>th</sup> meeting respectively. The goal was to provide members an opportunity to provide technical comments on the draft with a due date of September 11<sup>th</sup>. This also gave the Technical Working Group another opportunity to provide final comments. As reported at the last meeting, STA staff had intended to incorporate final technical comments into a draft to be released for public input.

Since then, two comments were submitted separately from the City of Benicia and the County of Solano. Attachment A includes the comments received and how they were considered as part of the latest draft. Attachment B is the revised Plan recommended by STA staff to be distributed for public input. If approved, STA staff will add the draft Plan to the STA website and issue press releases and Facebook notices soliciting input.

**Fiscal Impact:**

Funding for the Alternative Fuels and Infrastructure Plan was approved by the STA Board and included in the STA FY 2013-14 Budget for \$75,000 from State Transit Assistance Funds.

**Recommendation:**

Forward a recommendation to the TAC and STA Board to distribute the Alternative Fuels and Infrastructure Plan for public input.

Attachments:

A. Final Technical Comments and Responses

B. Revised Alternative Fuels and Infrastructure Plan

(Note: This attachment has been provided to the TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075 or go to STA's website: [www.sta.ca.gov](http://www.sta.ca.gov))

**ICF Response to Technical Comments on Draft Alternative Fuels and  
Infrastructure Plan dated 9-15-13**

#	Comment	ICF Response and Action Taken
<i>Comments Received at Technical Work Group Meeting #3</i>		
1	Can we make mention of the Benicia CNG Feasibility Study in the industrial park?	Reference to the Feasibility Study was added to Section 3.2 and 5.2.
2	Benicia has 2 Level II stations and will have a solar-powered, battery backed, dual compatible DCFC (operational in November). The DCFC is likely the first dual compatible, battery backed, and solar powered station in the U.S. (p. 38 indicates we already have the DCFC - it hasn't been installed yet)	Updated Table 3-7
3	There is also no discussion of pricing for public charging (vs. just for City use) or the costs associated with managing the stations. This could go on p. 52 - if the stations are used by the public and the City how will the public be charged? Are there additional grants available if stations are open to the public, etc. (yes, most likely). I'm also interested in where the DCFC budget estimates came from - do they include all infrastructure costs or just the station itself?	<p>Added paragraph on pricing of charging in Section 5.3 under Municipal Fleets.</p> <p>Added brief mention of EVSE maintenance and networking fees in Section 4.2. Clarified that DFCF costs includes all power infrastructure, equipment, and installation costs.</p> <p>Also revised the costs of the DCFC. After talking with PG&amp;E and the other utilities, we determined the previous values were too low.</p>
4	May be worth mentioning how GHG reductions were calculated, i.e. was a national average used for an emissions factor or did ICF use a utility-specific (PG&E) factor?	Added note in Section 4.4 that GHG reductions are based on ARB carbon intensity values and thus reflect CA averages.
5	Table 3.1 lists the County as owning 8 medium and heavy duty trucks when we actually own 46.	Table 3.1 and 3.2 updated.
6	Also, as the cost of gasoline increases over the next 20 years as almost all experts are predicting, the cost of using E85 is expected to increase at a slower rate which will then first match unleaded gasoline and then become cheaper.	Add mention of this in Section 2.1

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DATE: September 16, 2013  
TO: STA TAC  
FROM: Danelle Carey, SR2S Assistant Program Manager  
RE: 2013 Safe Routes to School (SR2S) Countywide Plan

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**Background:**

The STA began working on the update to the 2008 Countywide SR2S plan in Fiscal Year 2011-12. The Plan update and the Mapping Project included adding additional schools to the SR2S Plan and design and marketing “Suggested Route to School Maps” for every school in Solano County. The 2013 Plan update followed the successful model of the 2008 Countywide Plan and involved identifying community task force stakeholders, facilitating community task force meetings, facilitating school site walking audits & evening planning events, drafting recommendations, and seeking the approval from city councils, school boards, STA committees, and the STA Board. The STA’s SR2S Advisory Committee (SR2S-AC) guided the planning process by reviewing materials prior to their use during meetings and within documents.

In November 2012, Alta Planning + Design, the consultant selected to lead the revision, presented an administrative draft of the countywide plan section of the STA SR2S Plan Update, which included a new program overview, revised planning framework (goals, objectives, policies, and benchmarks), and supporting documentation for capital improvement priorities. Local planning sections were not reviewed as they were going through local city council and school district adoption processes, and technical appendices had been identified but not yet included in the draft plan. At this meeting, the Advisory Committee suggested refinements to the countywide planning section and voted to forward a recommendation of approval to the STA board pending additional review and approval of edits by the Advisory Committee chair and co-chair.

In December 2012, the SR2S-AC chair and co-chair met with STA and consultant staff to review in detail a revised draft countywide planning section. Revisions were incorporated and a draft final report (including local planning sections) was prepared and presented to the full Advisory Committee in February 2013. At this time, four of the six local plans had been adopted by their respective city councils and school districts. The presentation was informational and no further action was taken on the SR2S Plan Update, although final comments were solicited from interested members.

Subsequent to the November 2012 and February 2013 Advisory Committee meetings, additional countywide plan comments were received by Advisory Committee members Robin Cox and Jim Antone. These comments primarily focused on strengthening policy language concerning school siting and private development design review, and adding a recommendation to develop a coordinated media strategy around SR2S efforts. Adoption by the STA Board was postponed to allow for further comment by the general public/local stakeholders as part of the Safe Routes to School Summit process in late May 2013.

**Discussion:**

The SR2S Plan Update was presented to the Safe Routes to School Advisory Committee (SR2S-AC) for feedback and discussion at the November 28, 2012 meeting. Prior to consideration by the STA Board, the SR2S-AC had the opportunity to review the draft plan and submit feedback. The SR2S-AC forwarded a recommendation to the STA Board to support the STA's Safe Routes to School Plan Update under the conditions that any feedback submitted from committee members was incorporated and reviewed by the Chair, Vice-Chair and STA staff. Alta Planning + Design, has since edited the plan to incorporate committee feedback and SR2S-AC Chair, Vice Chair and STA staff have reviewed the final draft.

No comments were received from the general public on the February 2013 SR2S Plan Update draft report. Additional feedback was provided (and incorporated) for the City of Fairfield local planning chapter, as well as minor revisions/comments on the countywide planning framework provided by SR2S-AC member Jim Antone. All technical appendices, including the final Geographic Information Systems (GIS) mapping documentation (Appendix C) and suggested web blogging content (Appendix D), have now been included in a formatted final draft report version.

Staff presented the draft SR2S Plan Update to the STA Technical Advisory Committee (TAC) on April 24, 2013. The STA TAC forwarded a recommendation to the STA Board to release the draft SR2S Plan Update for public input at the SR2S Summit on May 23, 2013. Comments were collected at the SR2S Summit and remained open for feedback from the public until June 24, 2013, and all necessary updates have been incorporated into the plan. On September 4, 2013, the SR2S-AC reviewed the final draft review of the SR2S Plan update and forwarded a recommendation for adoption of the plan to the STA Board.

SR2S Staff plans to bring the final plan to the STA Board meeting on October 9, 2013 for adoption following review by the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to adopt the 2013 Safe Routes to School Plan.

Attachment:

- A. 2013 Safe Routes to School Countywide Plan

(Note: This attachment has been provided to the TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075 or go to STA's website: [www.sta.ca.gov](http://www.sta.ca.gov))



DATE: September 13, 2013  
TO: STA TAC  
FROM: Elizabeth Richards, Mobility Management Project Manager  
RE: Mobility Management One Stop Transportation Call Center

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**Background:**

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

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

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

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study. These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, the STA Board and the Solano Senior Coalition.

The draft Mobility Management plan was presented and discussed several times at each of the STA committees. To present an overview of the study and its elements as well as to solicit comments. As the elements were developed with more detail, the groups were presented to again and more detailed input was received. At each of the meetings this project was presented, there has been good discussion and valuable input. Transit operators have been in attendance at many of these meetings and have been interviewed as well.

While the overall Mobility Management Plan document is being refined, three components have been approved for implementation by the STA Board: ADA In-Person Eligibility Process, Travel Training and website. The ADA In-Person Eligibility Process was initiated July 2013. As Travel Training complements that process, that program has been moving forward as well. There has also been an interest in sharing mobility management transportation services information among agencies throughout the county. One mechanism to do this is a Mobility Management website. The STA Board approved the release of a Request for Proposals (RFP) and a scope of work to create the website.

### **Discussion:**

A Mobility Management One Stop Transportation Call Center was recommended in previous planning efforts and prioritized as a strategy for early implementation of a Mobility Management program. To disseminate information to callers efficiently and have a location to coordinate a wide range of transportation resources' information from not only public transit but also human services agencies, non-profits and the private sector, a Call Center also provides personalized assistance to those who prefer "live" assistance. The target market for the Mobility Management call center would be seniors, people with disabilities, and low-income residents.

As expanding upon an existing call center would be the most efficient way to implement this service, the consultants reviewed and considered various call centers as a potential Mobility Management Call Center location. These included 211, 511, Area Agency on Aging (AAoA) and the STA's Solano Napa Commuter Information (SNCI) program. After analyzing how these services operate, it was determined that the best fit would be to build the Mobility Management upon the SNCI program. The SNCI program is a long established local program with a call center with staff already providing a wide range of transportation information. Personalized service is delivered by live staff on a daily basis. While most calls are for home-to-work trips, calls requesting information and assistance about other types of trips are also answered.

Transit operators also provide live operator assistance to their clients. All offer information on their own transit system. Some provide information on connecting transit services as well and a few have information on some non-transit services. These transit operators call centers would continue as is or have the option to expand the information they provide using information gathered and kept up-to-date by the Mobility Management Call Center and Mobility Management Website.

The draft Mobility Management Plan proposal is to integrate the Mobility Management Call Center into the SNCI program. The STA's Transit Mobility Coordinator would handle reporting and outreach. Together they would be responsible for keeping a transportation services database up-to-date which would be shared via the Mobility Management website mentioned above. The website would be accessible to the general public directly and be a resource for partner agencies (transit operators, social service agencies, non-profits and others) to assist their clients directly if they choose. The Call Center would also house information on Mature Driver program information (the fourth program of the Mobility Management Plan).

New Freedom funding has been secured by the STA in the amount of \$175,000 to sufficiently hire and train staff as well as provide supplies and outreach for the proposed call center. It is anticipated that start-up of this program would be targeted between April 1 and July 1, 2014.

### **Fiscal Impact:**

The New Freedom Funds in the amount \$123,305 is recommended to be used to fund the Call Center and \$260,000 in STAF that have dedicated in Mobility Management Program Implementation over the three years proposed pilot program.

### **Recommendations:**

Forward a recommendation to the STA Board to approve the following:

1. Authorize the STA to implement Solano's Mobility Management (MM) Call Center as a 3-year pilot program; and
2. Direct STA staff to monitor and evaluate the Mobility Management Call Center Pilot Program and report on its effectiveness on an annual basis.



DATE: August 22, 2013  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Draft Solano County Freight Priorities - Highways

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**Background:**

The economic importance of Goods Movement has been seen at the federal, state and local level. On the federal level, Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 includes a number of provisions to improve the condition and performance of the national freight network and support investment in freight-related surface transportation projects. These include:

*National Freight Policy*

Establishes a policy to improve the condition and performance of the national freight network to provide the foundation for the United States to compete in the global economy and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability in the operation and maintenance of the network; and environmental impacts. [§1115; 23 USC 167]

*National Freight Network*

Requires DOT to establish a national freight network to assist States in strategically directing resources toward improved movement of freight on highways. The national freight network will consist of three components:

1. (1) a primary freight network (PFN), as designated by the Secretary,
2. (2) any portions of the Interstate System not designated as part of the PFN, and
3. (3) critical rural freight corridors.

DOT must designate the PFN within one year of enactment of MAP-21. When initially designated, the PFN may contain a maximum of 27,000 centerline miles of existing roadways that are most critical to the movement of freight. DOT may add to the PFN up to 3,000 additional centerline miles of roads critical to future efficient movement of goods on the PFN. States will designate the critical rural freight corridors using criteria contained in MAP-21 [§1115; 23 USC 167]

*National Freight Strategic Plan*

Directs DOT to, within three years of enactment of MAP-21, develop a national freight strategic plan in consultation with States and other stakeholders, and to update the plan every five years.

The plan must –

- assess the condition and performance of the national freight network;
- identify highway bottlenecks that cause significant freight congestion;
- forecast freight volumes;
- identify major trade gateways and national freight corridors;

- assess barriers to improved freight transportation performance;
- identify routes providing access to energy areas;
- identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity. [§1115; 23 USC 167]

In addition, Caltrans is currently underway in the development of a State Freight Plan. This Plan is an update of their Goods Movement Action Plan that was completed in 2007. This plan will lay the ground work for the future investments in these significant corridors. This Plan will include the following:

- State plan consistent with MAP-21; no new funding program is included
- Established Freight Advisory Committee (CFAC)
- Draft Plan December/January to CFAC; Draft for public review mid-2014
- Developing performance metrics and defining the state freight network
- Identifying freight projects based on each region's most recent long range transportation plan

**Discussion:**

It is important that Solano County's highway freight network be addressed in the State and Federal effort. This effort is a continuation of the Goods Movement component of the Prop 1B Infrastructure Bond passed in November 2006. As part of Prop. 13, \$2.5 billion has been allocated for goods movement infrastructure. The Northern California coalition secured funding for major freight projects serving the Bay Area, Sacramento and Central Valley. Solano County had two projects, the I-80 Cordelia Truck Scales Relocation and the I-80/I-680/State Route (SR) 12 Interchange. Major projects receive Proposition 1B Trade Corridor Investment Fund (TCIF) funds.

In addition, the STA, in partnership with Solano Economic Development Corporation (EDC), recently completed the SR 12 Major Investment Study and Economic Study. These documents defines the economic importance of State Route 12 as a freight corridor.

As a result, recognizing the importance of the State and National Freight structures, the STA staff is recommending the I-80 and the SR 12 corridors are included in the State Freight Plan. Further, it is recommended that the I-80 corridor be included in the national freight network. In continuation of the investment made as part of the Proposition 1B Trade Corridor Improvement Fund, staff is further recommending that this investment continue with defining the I-80 Westbound Cordelia Truck Scales Relocation and the I-80/I-680/SR 12 Interchange as priority freight projects for Solano County.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the following:

1. Designate the I-80 and State Route 12 as freight corridors;
2. Designate the I-80 Westbound Cordelia Truck Scales Relocation and the I-80/I-680/SR 12 Interchange as priority freight projects for Solano County; and
3. Authorize the Executive Director to send letters to Caltrans and the Metropolitan Transportation Commission to request these priorities are included in the State and Federal Freight Plans.



DATE: August 22, 2013  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Discussion of Solano County Future Bridge Toll and Trade Corridor Priorities

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**Background:**

*Bridge Tolls*

On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and both MTC and the STA are project sponsors for most of Solano County capital RM 2 projects for a total of \$184 M with the STA, the Cities of Benicia, Fairfield, Vacaville and Vallejo, and SolTrans serving as project implementing agencies, depending on the project. In addition, the I-80/I-680/State Route (SR) 12 Interchange Complex also received \$100 million from toll bridge revenues. Further, the bridge toll fund provide an annual operating revenue of nearly \$2 million for SolanoExpress and \$2.7 million for the ferry system annual operating serving Vallejo. Currently these operating funds have no annual adjustments to provide for increasing operating costs.

These bridge toll funds have been essential in providing Solano County with the opportunity to improve multi-modal mobility. The funds have in some cases fully funded the improvements, but they also leveraged other state and federal funds. Attachment A provides details of the project delivery successes utilizing these funds. However, there is still a significant amount of important projects that need to be invested in to reduce congestion in Solano County that have a nexus to the Benicia and Al Zampa (formerly Carquinez Bridges). These include investments in highway and transit facilities as well as the continued dedication to SolanoExpress and ferry operating.

**Discussion:**

*Highway Facilities*

The congestion relief on the Solano County highway still mandates further investment. The I-80/I-680/SR 12 Interchange complex is not only an important Goods Movement project, but also facilitates the transit and rideshare services along the 80 corridor. This project is now in a position to have two shelf ready projects. These include package 2 and 3 of the 7 package interchange complex. (Attachment B).

Solano County has two corridors identified by MTC in the proposed Bay Area High Occupancy Toll (HOT) Lanes Network, I-80 and I-680. I-80 represents to the east, the gateway to the Sacramento and Lake Tahoe regions. To the west, it serves as the gateway to the Bay Area.

The I-680 corridor is part of a four county system that is the backbone between Solano and Santa Clara counties. In February 2009, the STA Board approved an Express Lanes Priority Project List in anticipation of potential financial resources from MTC/BATA for the funding of the HOV/HOT projects within Solano County:

Tier 1 Priority- I-80 from Red Top Road to I-505

Tier 2 Priorities- I-80 from SR 29 to SR 37 and I-680 from I-80 to I-780

Tier 3 Priorities- I-80 from I-505 to Solano County/Yolo County Line

While there have been important improvements made to transit facilities along the 80 corridor, there is still a need for further investment. The facilities that need this investment include the Vallejo Station Phase B and the Fairfield Transportation Center. In addition, access improvements as identified in the STA Safe Routes to Transit Plan need to be completed.

The SolanoExpress transit system has maintained the fairbox recovery which demonstrates the success of this transit service. The continuation of the operating funds from the bridge tolls with an annual cost adjustment increase to provide for the increasing costs of running transit is needed. In addition, MTC has support the marketing of this service which would continue to be needed.

Therefore the proposed priorities for further bridge tolls are:

*Highways:*

I-80/I-680 /SR 12 Interchange Complex

I-80 Express Lanes

*Transit Facilities:*

Vallejo Station

Fairfield Transportation Center

Safe Routes to Transit Implementation

*Rail Facilities*

Dixon Intermodal

Capital Corridor Rail Improvements

*SolanoExpress Operating*

SF Bay Ferry Operating

This is an informational item for the STA TAC and Board for discussion. The intent is to take in feedback and return to the TAC and Board with recommendations that would be forwarded to MTC for consideration.

**Fiscal Impact:**

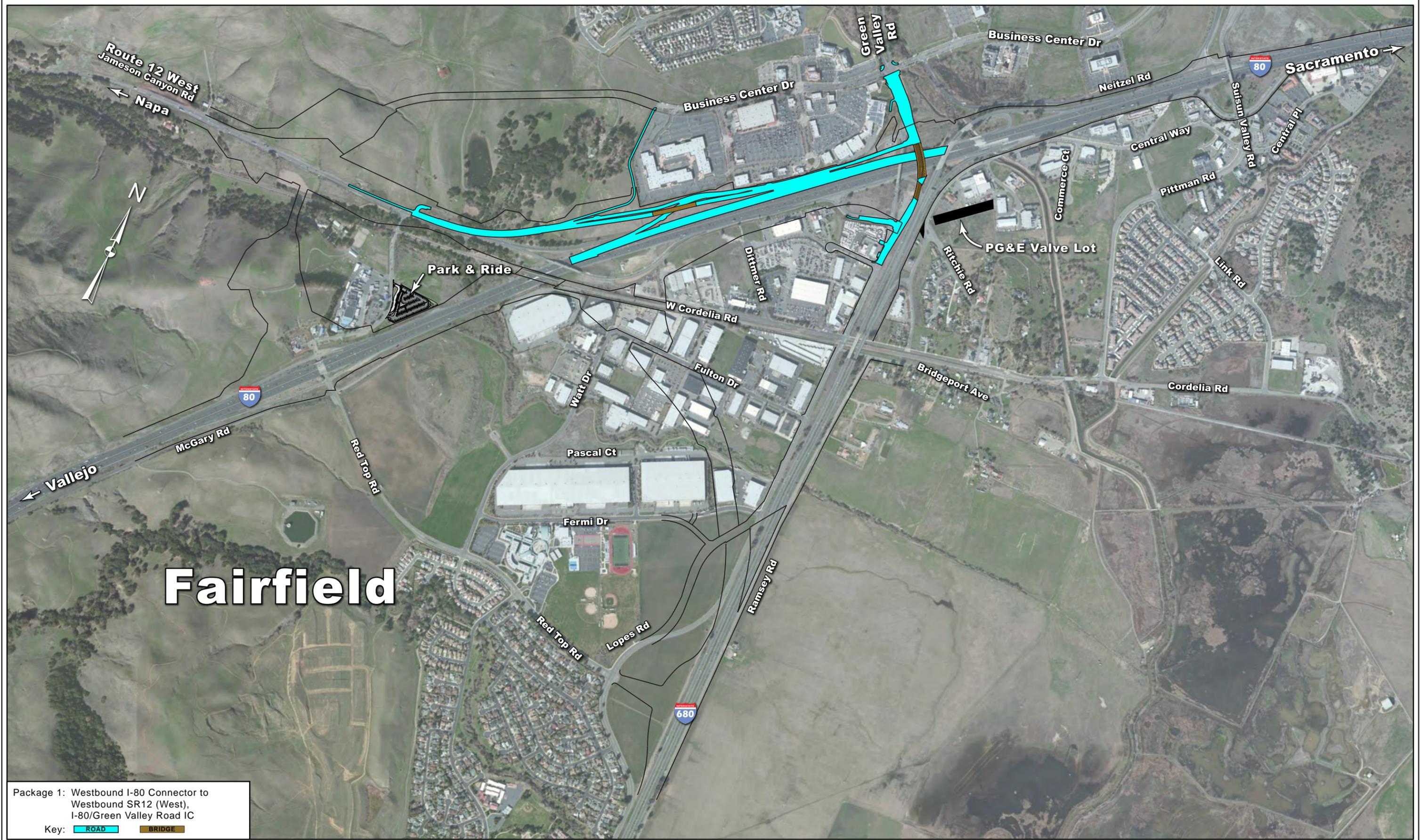
None.

**Recommendation:**

Informational.

Attachments:

- A. Solano County RM 2 Implemented Projects (to be provided under separate cover)
- B. I-80/I-680/SR 12 Interchange Project Phasing



# Fairfield

Package 1: Westbound I-80 Connector to Westbound SR12 (West), I-80/Green Valley Road IC

Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-1 ai  
 Sheet No.: 1 of 7

## Alternative C, Phase 1 Construction Phase 1 I-80/I-680/SR-12 Interchange Project



**MARK THOMAS & COMPANY**  
 3000 Oak Road, Suite 650, Walnut Creek, CA 94597  
 (925)938-0383  
 www.markthomas.com



# Fairfield

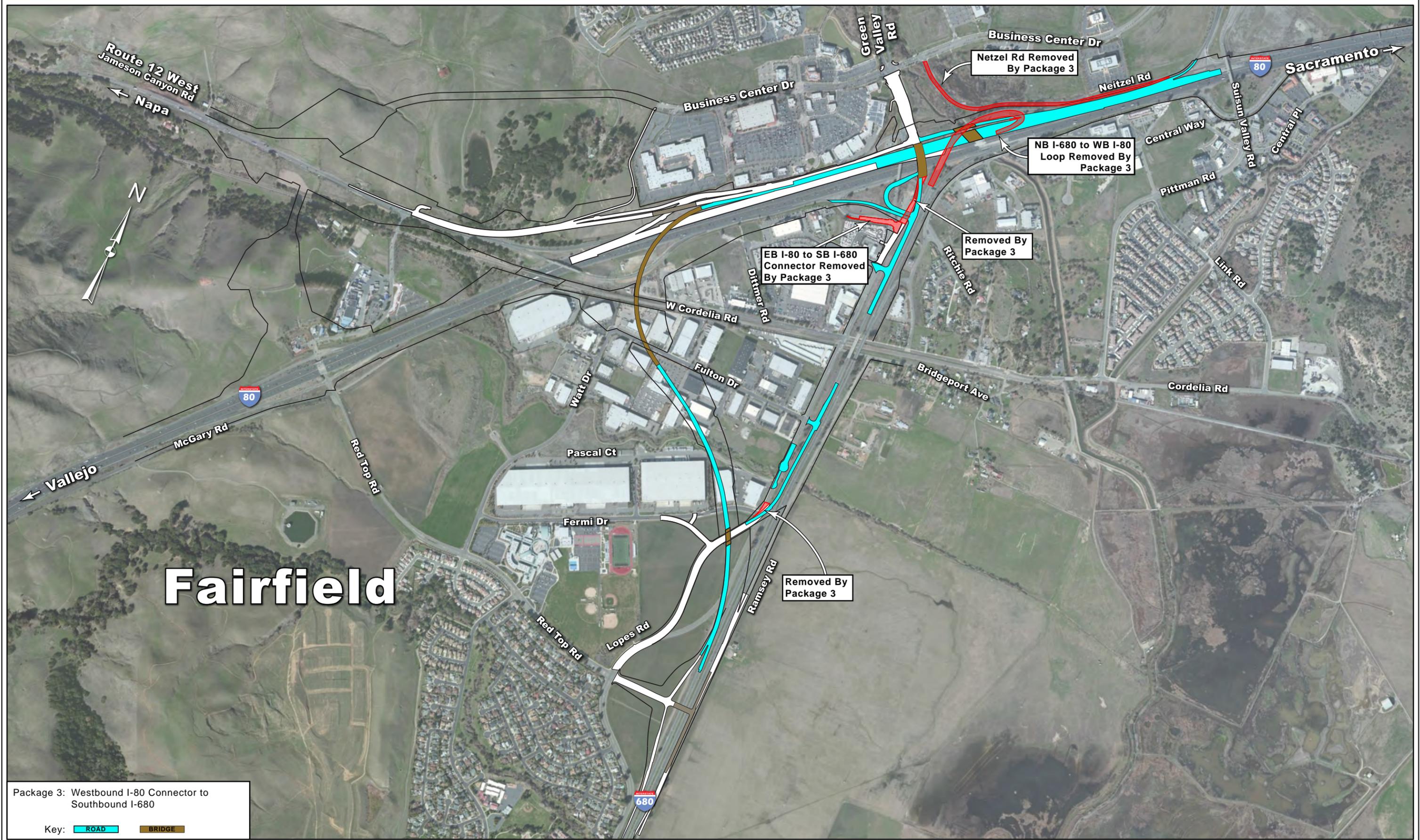
Package 2: I-680 Red Top Road Interchange, Lopes Road Realignment  
 Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-2 ai  
 Sheet No.: 2 of 7

## Alternative C, Phase 1 Construction Phase 2 I-80/I-680/SR-12 Interchange Project



**MARK THOMAS & COMPANY**  
 3000 Oak Road, Suite 650, Walnut Creek, CA 94597  
 (925)938-0383  
 www.markthomas.com



# Fairfield

Package 3: Westbound I-80 Connector to Southbound I-680

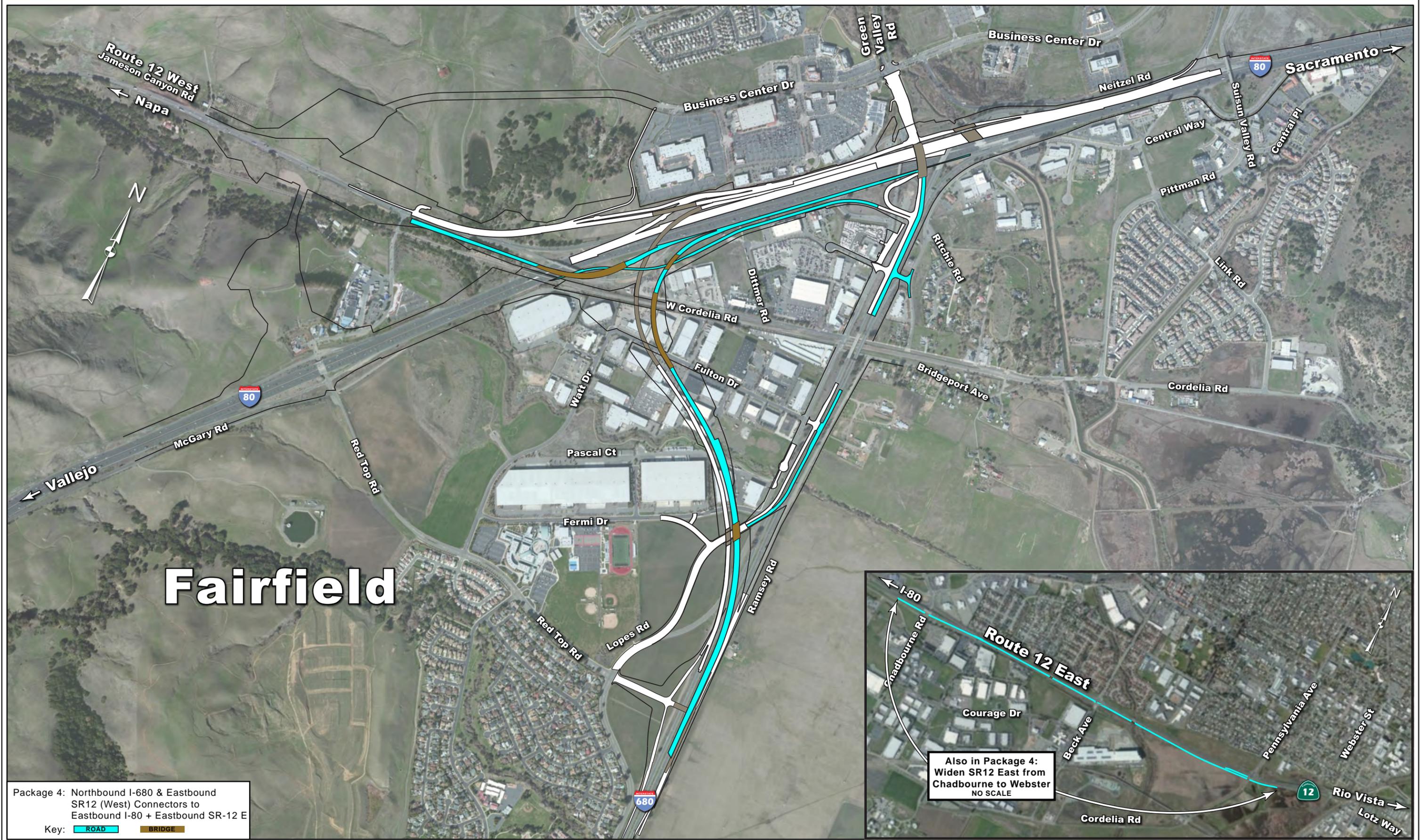
Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-3 ai  
 Sheet No.: 3 of 7

## Alternative C, Phase 1 Construction Phase 3 I-80/I-680/SR-12 Interchange Project



**MARK THOMAS & COMPANY**  
 3000 Oak Road, Suite 650, Walnut Creek, CA 94597  
 (925)938-0383  
 www.markthomas.com



# Fairfield

Package 4: Northbound I-680 & Eastbound SR12 (West) Connectors to Eastbound I-80 + Eastbound SR-12 E

Key: ROAD BRIDGE



Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-4 ai  
 Sheet No.: 4 of 7

## Alternative C, Phase 1 Construction Phase 4 I-80/I-680/SR-12 Interchange Project



# Fairfield

Package 5: SR12/Red Top Road/Business Center Drive Improvements

Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-5 ai  
 Sheet No.: 5 of 7

## Alternative C, Phase 1 Construction Phase 5 I-80/I-680/SR-12 Interchange Project



**MARK THOMAS & COMPANY**  
 3000 Oak Road, Suite 650, Walnut Creek, CA 94597  
 (925)938-0383  
 www.markthomas.com



# Fairfield

Package 6: HOV/T Connector

Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-6 ai  
 Sheet No.: 6 of 7

## Alternative C, Phase 1 Construction Phase 6 I-80/I-680/SR-12 Interchange Project





Package 7: UPRR Crossing + Complete  
 I-80/I-680 Connectors:  
 NB-680/WB-80 and EB-80 to SB-680  
 Key: ROAD BRIDGE

Scale: 1" = 1000'  
 Date: July 2013  
 Job: 81-52008-116-7 ai  
 Sheet No.: 7 of 7

**Alternative C, Phase 1**  
**Construction Phase 7**  
**I-80/I-680/SR-12 Interchange Project**



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DATE: September 13, 2013  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Solano County Annual Pothole Report Development Update

---

**Background:**

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

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

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

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

At the January 30, 2013 TAC and March 5, 2013 Solano Project Delivery Working Group (Solano PDWG) meeting, STA staff presented a progress update on the status of the LS&R Annual Report, which included a Scope of Work, timeline and a draft outline of the report.

**Discussion:**

*Progress Update on Pavement Condition Maps and Summary Handouts*

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

In terms of developing handouts, STA staff has revised the Scope of Work (Attachment A) to create a single handout of the Countywide Annual report that will be tailored for public review. The intended purpose of this handout is to be an educational publication, informing the public about current conditions and future outlook, while delivering the overall message of the importance of investing in local streets and roads.

*Progress on Solano County Annual Pothole Report*

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

On January 17, 2013, STA staff discussed with PDWG members about requesting preventative maintenance and capital project investment history. STA staff has completed the collection of 5-year revenue and expenditure histories for both pavement maintenance and capital projects for all Solano local jurisdictions, which will be included as part of the appendices section of the report.

Many sections of the report are in progress; however STA staff anticipates completing a final version of the report by November, for TAC review. Key messages that PDWG members wanted to convey with this report include: 1) funding shortfalls, 2) projected PCI by budget scenario with maps, 3) non-pavement investments, 4) cost savings from preventative maintenance investments (compared to no maintenance), 5) clear definitions of pavement damage with photos and their corresponding repair costs, and 6) a discussion of future revenues and the role of federal and state funds.

**Recommendation:**

Informational.

Attachments:

- A. STA Annual Local Streets and Roads Report, Revised Scope of Work, 09-06-2011

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

Revised Scope of Work, 09-6-2013

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

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

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

### Deliverables & Timeline:

1. Street Condition Maps based on Geographic Information System (GIS) data, derived from the Metropolitan Transportation Commission's (MTC) Streetsaver Program.  
(August 2013 – October 2013)
2. Countywide Summary Handout describing:
  - a. General street pavement rehabilitation issues; and,
  - b. Individual Local Agency Street Pavement Conditions (shown with tables/charts/photos), past efforts, and planned efforts.
 (August 2013 – November 2013)
3. Countywide Local Streets and Roads Annual Report to include:
  - a. Countywide pavement conditions along the federal aid system and local street systems.
  - b. Countywide pavement investments, planned investments, and financial shortfalls.
  - c. Current and future funding outlook for local streets and roads projects.
 (March 2013 – November 2013)

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

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DATE: September 13, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: I-80 Ramp Metering Implementation

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**Background:**

On July 10, 2013, the STA Board approved the Metropolitan Transportation Commission's (MTC) I-80 Ramp Metering Study and Implementation Plan. The Plan was the result of two years of collaboration between the STA, local agencies, Caltrans, and the Metropolitan Transportation Commission (MTC) through the Solano Highways Partnership (SoHIP). It analyzes ramp metering impacts and benefits along the I-80 Corridor, provides a staging plan to implement meters, and recommend mitigations to reduce impacts on city streets and county roads. The plan was developed to guide the implementation for ramp metering in Solano County on I-80 before metering lights are activated.

The Plan identified three segments in Solano County along I-80 to have ramp meters activated in phases. The first activation phase includes the eastbound segment of the corridor between Red Top Road and North Texas Street. Ramp meters included in the first phase are anticipated to be activated in early 2014.

**Discussion:**

As part of the first steps outlined in the Implementation Plan, MTC's consultant, Kettleson and Associates, has developed a draft Existing Conditions Report. The document includes current traffic data related to on-ramps and freeway connectors included in the first phase segment. The purpose of the Report is to document existing conditions to measure the metering light performance in the near future. In addition, the Report provides the basis for hours of metering operation during the weekday period, including Fridays before a long weekend (e.g. Memorial Day Weekend). Kettleson and Associates power point presentation provided to the SoHIP on September 12<sup>th</sup> is included as Attachment A.

The SoHIP agreed by general consensus on two fundamental aspects to the initial metering implementation: 1) Red light signalization should be governed by the flow of the freeway and not a static time and 2) I-680 EB connector Ramp should not be activated at this time, but will need to be re-evaluated as part of Phase II Implementation.

The SoHIP is scheduled to meet again on November 17<sup>th</sup> to discuss the following:

1. FREQ Model/Implementation Plan Update
2. Ramp Metering Rates
3. Public Outreach Coordination

MTC and Kettleson have been invited to attend the December 11, 2013 Board meeting to report on the details of the metering implementation. In addition, the public outreach efforts will be discussed in anticipation of activating the metering lights by January 2014.

**Fiscal Impact:**

No impact to the STA General Fund.

**Recommendation:**

Informational.

Attachments:

- A. Solano I-80 Ramp Metering- Stage I Implementation- Eastbound Power Point Presentation

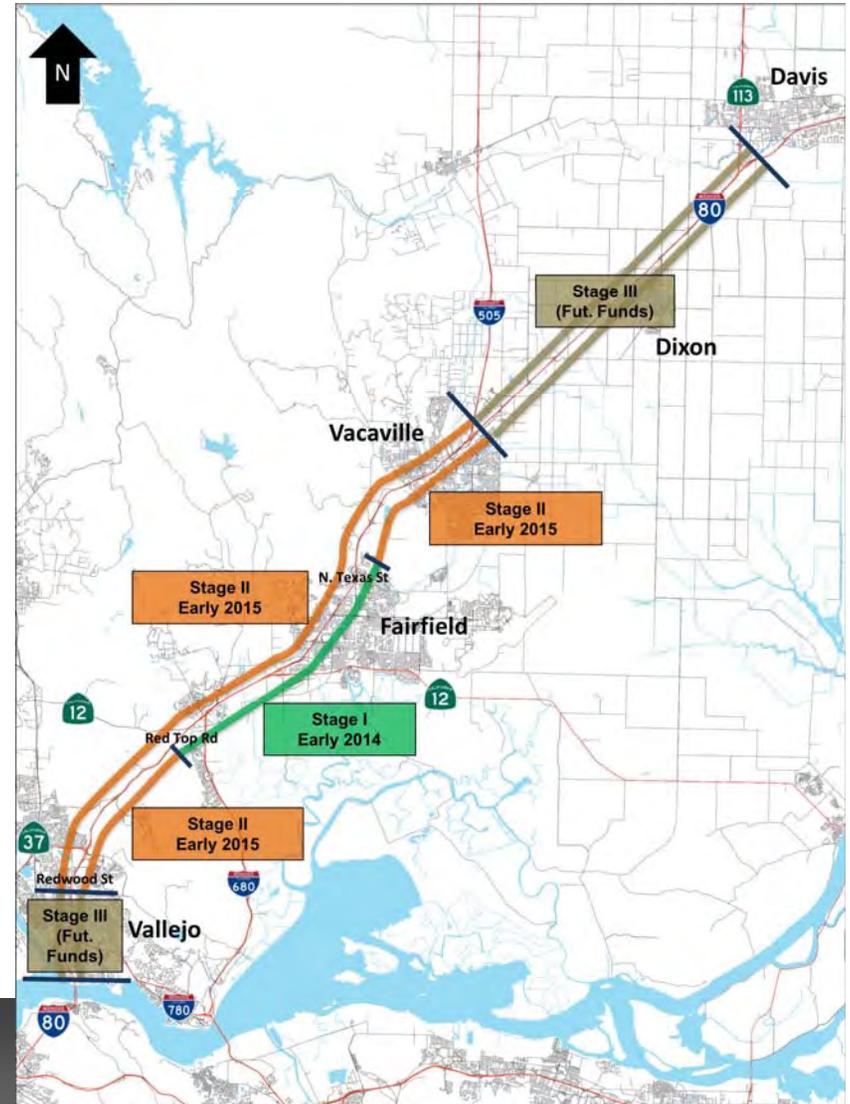
# Solano I-80 Ramp Metering Stage I Implementation - Eastbound

September 12, 2013



# Project Overview

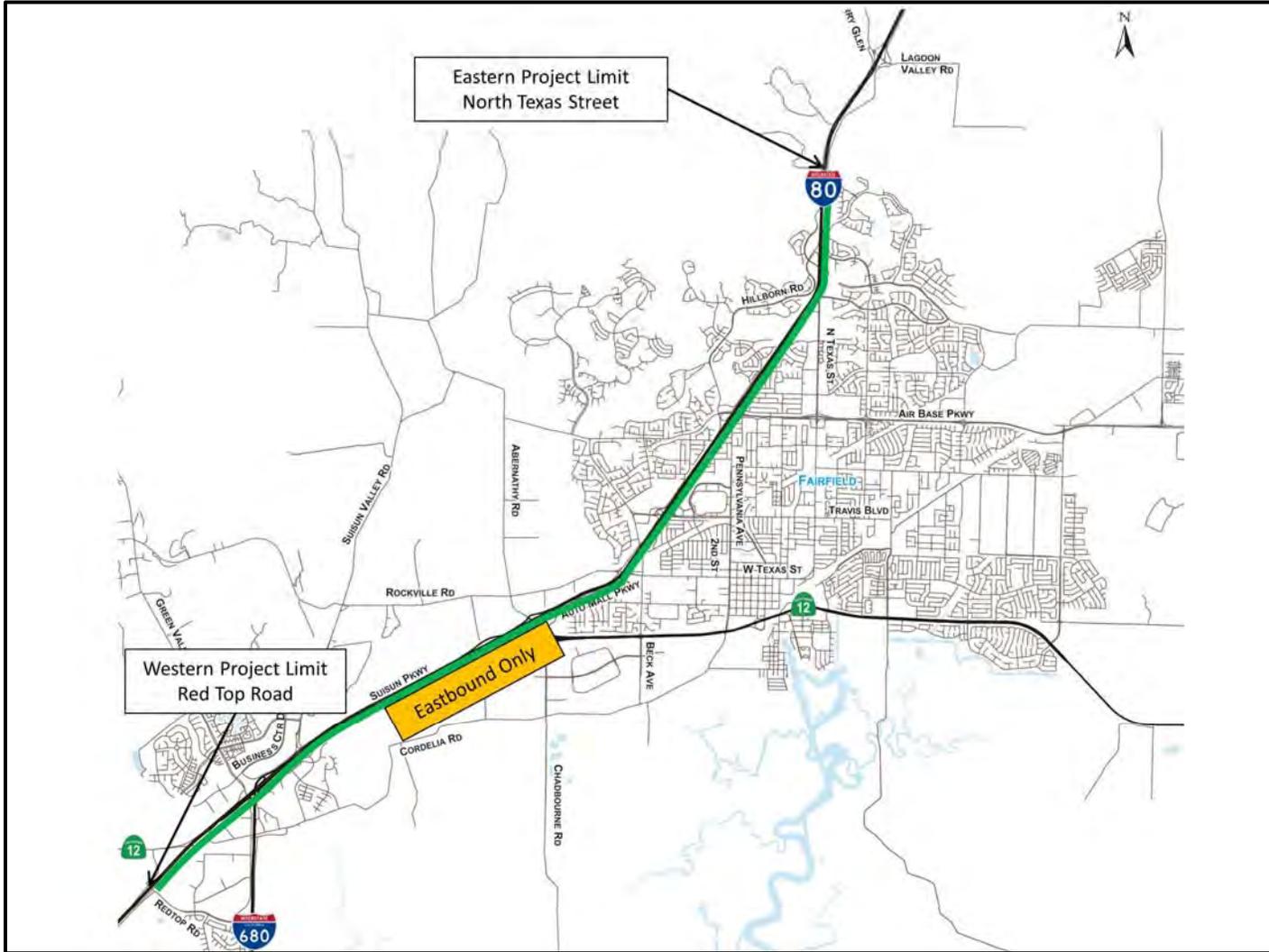
- Completed Feasibility Study – July 2013
- Ramp Metering Implementation Schedule
  - Stage I: Early 2014 (EB only)
  - Stage II: Early 2015 (EB & WB)
  - Stage III: Future Funding



# Freeway Connector Metering

- Needs and Feasibility for Connector Metering Will Be Addressed During Each Corresponding Implementation Stage
  - Stage I: SR 12 EB, I-680 NB to EB
  - Stage II: SR 37, SR 12 WB, I-680 NB to WB, I-505
  - Stage III: I-780, SR 113

# Stage I Implementation – Project Limits



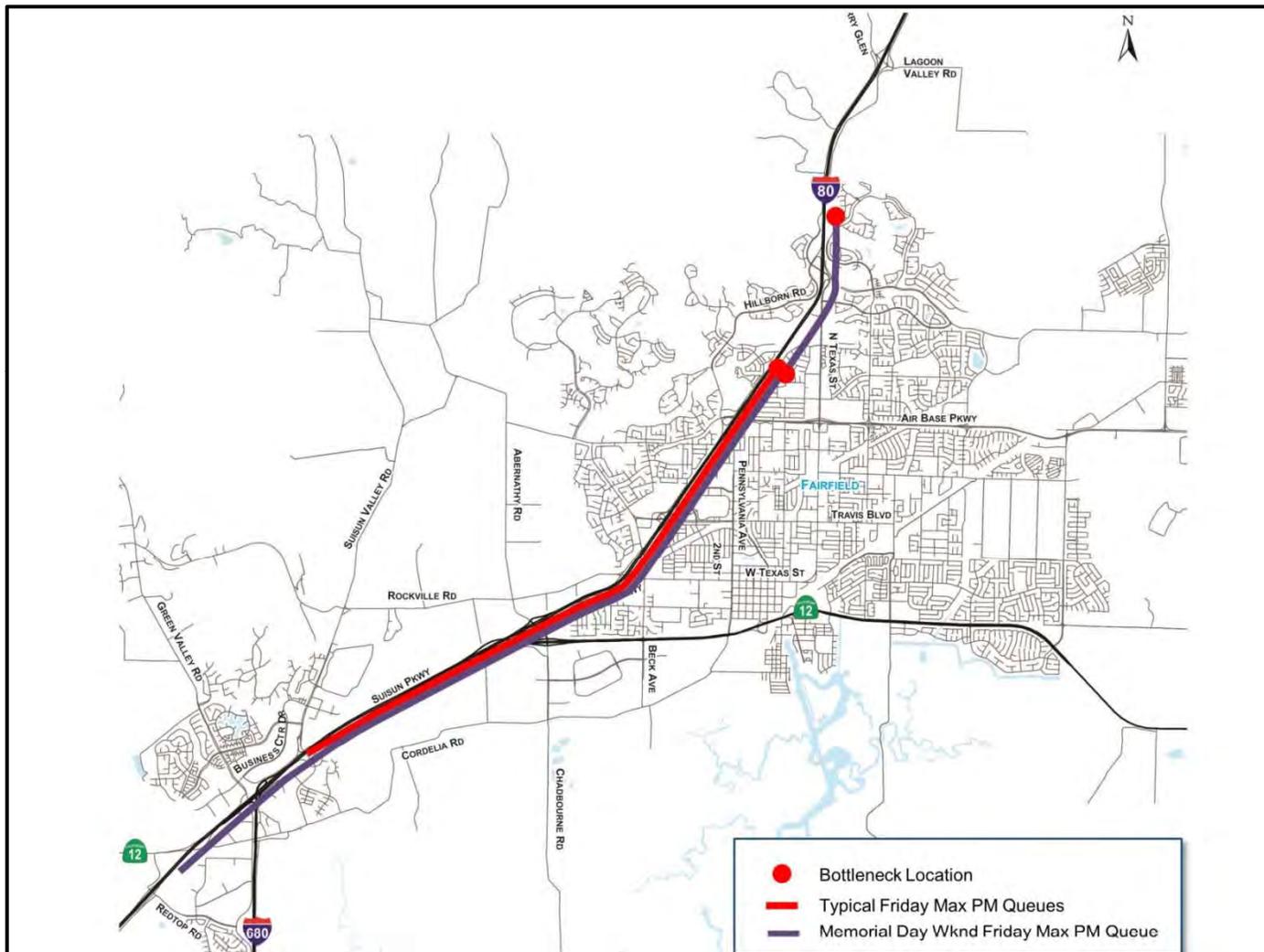
# Data Collection Dates and Hours

- May 14 to May 17, May 24, May 31, 2013
  - Midweek: 3 days
  - Typical Friday: 2 days
  - Long Weekend Friday: Memorial Day Weekend
- Data Excluded Due to Incidents
  - Wednesday, May 15: Fire at Pena Adobe Road interchange
  - Friday, May 31: Overtaken Truck near Truck Scale
- Data Collection Hours
  - Monday to Thursday: 3 PM to 7 PM
  - Friday: 3 PM to 8 PM

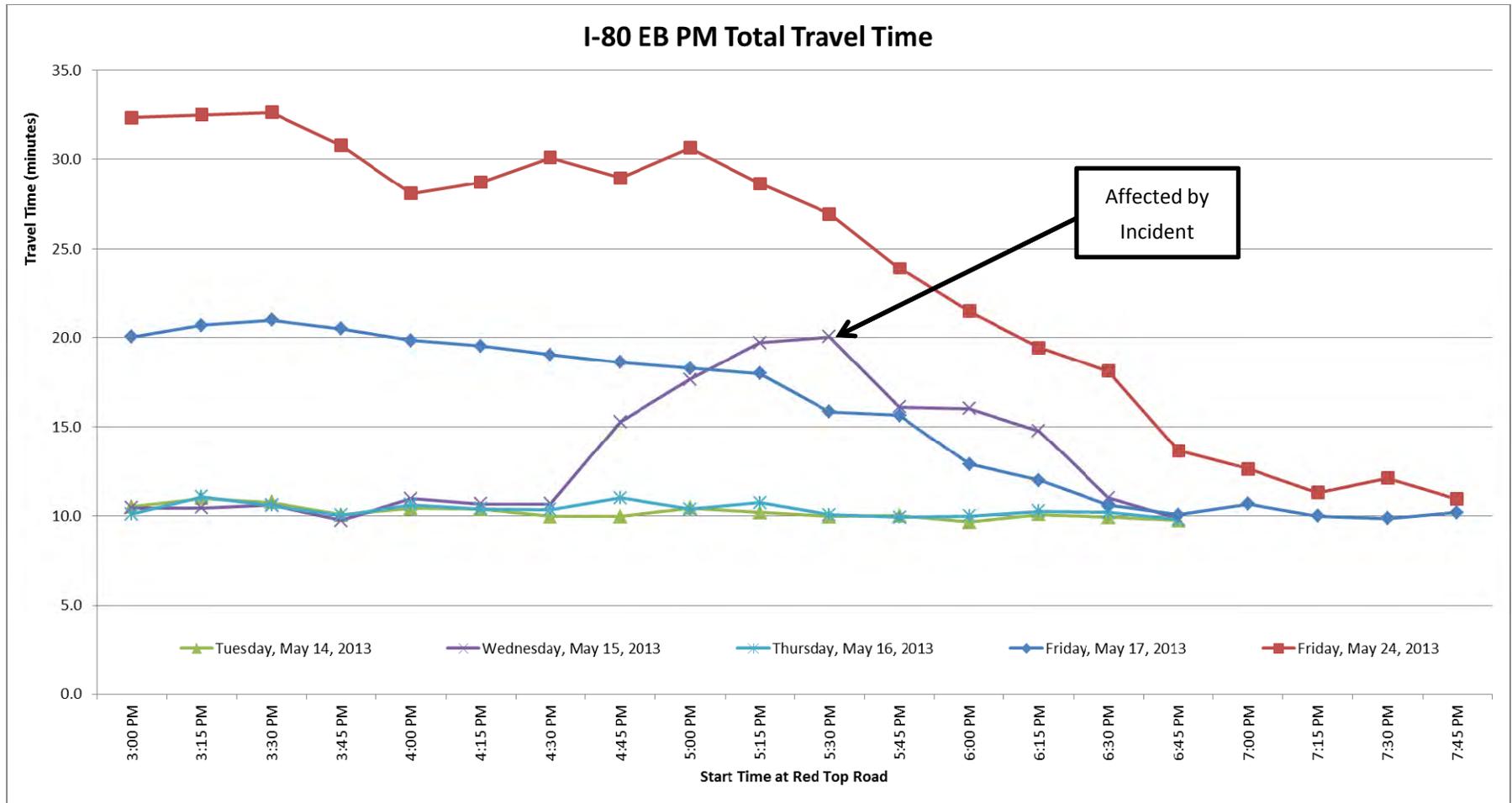
# Existing Traffic Data

- Freeway Mainline and Ramp Counts
- Freeway Mainline Travel Times
- Arterial Segment ADT Counts
- Visual Observations
  - Freeway Bottlenecks
  - Existing Ramp Queues

# Freeway Operations



# Freeway Travel Times



# Speed Contour Map – Midweek (Thursday)

Start Time	Red Top Rd On Ramp To 680/Green Valley Off Ramp	Green Valley Rd Off Ramp To I-680 On Ramp	I-680 On Ramp To Suisun Valley Rd Off Ramp	Suisun Valley Rd Off Ramp To Suisun Valley Rd On Ramp	Suisun Valley Rd On Ramp To Truck Weigh Station Off Ramp	Truck Weigh Station Off Ramp To On Ramp	Truck Weigh Station On Ramp To Hwy 12 (East) Off Ramp	Hwy 12 (East) Off Ramp To Abernathy Rd Off Ramp	Abernathy Rd Off Ramp To Abernathy Rd On Ramp	Abernathy Rd On Ramp To Auto Mall Pkwy Off Ramp	Auto Mall Pkwy Off Ramp To Auto Mall Pkwy On Ramp	Auto Mall Pkwy On Ramp To Beck Ave On Ramp	Beck Ave On Ramp To Travis Blvd Off Ramp	Travis Blvd Off Ramp To Travis Blvd On Ramp	Travis Blvd On Ramp To Air Base Pkwy Off Ramp	Air Base Pkwy Off Ramp To Air Base Pkwy On Ramp	Air Base Pkwy On Ramp To N Texas St Off Ramp	N Texas St Off Ramp To N Texas St On Ramp	N Texas St On Ramp To Lagoon Valley Rd Off Ramp
3:00 PM	70	71	69	71	68	70	67	71	68	70	71	69	60	62	61	65	72	68	67
3:15 PM	65	67	60	63	66	65	62	59	61	63	62	63	57	57	57	67	60	64	62
3:30 PM	65	70	69	69	70	72	65	65	70	70	71	70	68	67	63	62	63	59	59
3:45 PM	71	70	66	67	65	68	67	71	72	70	71	71	73	65	69	69	70	69	65
4:00 PM	70	68	66	65	68	68	68	69	72	70	73	73	68	69	68	63	51	64	62
4:15 PM	60	65	66	69	70	63	70	71	72	70	71	70	68	67	66	67	66	60	64
4:30 PM	62	67	63	60	68	68	71	71	70	70	73	71	64	63	62	69	66	64	65
4:45 PM	75	69	66	63	61	66	64	65	68	60	65	63	57	57	56	57	56	66	62
5:00 PM	70	69	66	62	63	65	67	71	72	70	71	69	64	62	62	65	66	64	65
5:15 PM	68	67	66	62	70	68	71	69	72	70	69	69	64	43	49	65	67	64	63
5:30 PM	65	67	66	67	68	72	72	73	72	70	73	73	68	65	66	69	71	69	64
5:45 PM	75	70	69	71	68	68	68	71	70	70	69	70	68	69	69	72	70	64	67
6:00 PM	75	77	66	65	63	63	67	71	74	70	69	66	68	67	68	67	69	69	69
6:15 PM	66	66	63	65	65	66	66	65	66	70	69	69	68	69	69	69	69	68	66
6:30 PM	66	70	66	67	66	68	64	67	68	70	69	70	73	69	66	69	69	69	66
6:45 PM	71	70	66	69	70	70	70	71	72	70	67	70	68	69	69	69	72	71	71

# Speed Contour Map – Typical Friday

Start Time	Red Top Rd On Ramp To 680/Green Valley Off Ramp	Green Valley Rd Off Ramp To I-680 On Ramp	I-680 On Ramp To Suisun Valley Rd Off Ramp	Suisun Valley Rd Off Ramp To Suisun Valley Rd On Ramp	Suisun Valley Rd On Ramp To Truck Weigh Station Off Ramp	Truck Weigh Station Off Ramp To On Ramp	Truck Weigh Station On Ramp To Hwy 12 (East) Off Ramp	Hwy 12 (East) Off Ramp To Abernathy Rd Off Ramp	Abernathy Rd Off Ramp To Abernathy Rd On Ramp	Abernathy Rd On Ramp To Auto Mall Pkwy Off Ramp	Auto Mall Pkwy Off Ramp To Auto Mall Pkwy On Ramp	Auto Mall Pkwy On Ramp To Beck Ave On Ramp	Beck Ave On Ramp To Travis Blvd Off Ramp	Travis Blvd Off Ramp To Travis Blvd On Ramp	Travis Blvd On Ramp To Air Base Pkwy Off Ramp	Air Base Pkwy Off Ramp To Air Base Pkwy On Ramp	Air Base Pkwy On Ramp To N Texas St Off Ramp	N Texas St Off Ramp To N Texas St On Ramp	N Texas St On Ramp To Lagoon Valley Rd Off Ramp
3:00 PM	72	68	69	71	70	63	63	25	26	35	13	23	25	12	24	22	30	57	51
3:15 PM	67	66	57	58	61	59	37	16	20	23	30	17	18	27	25	21	32	50	48
3:30 PM	62	64	60	23	40	35	28	36	30	31	26	25	21	21	29	25	24	36	51
3:45 PM	72	68	63	62	61	57	33	32	37	16	10	26	20	22	25	30	24	57	62
4:00 PM	65	65	63	63	70	68	31	60	43	48	27	17	15	20	30	15	24	55	60
4:15 PM	69	70	66	62	66	66	66	35	32	20	22	16	21	16	28	20	24	57	65
4:30 PM	68	68	63	63	66	68	37	48	26	43	21	19	28	21	23	20	28	63	65
4:45 PM	64	64	60	65	70	72	65	62	65	53	14	28	24	14	26	18	25	60	55
5:00 PM	68	66	66	65	70	68	69	69	59	24	17	20	26	26	27	17	23	57	64
5:15 PM	66	62	60	65	68	72	72	71	72	63	23	18	28	14	25	19	26	61	62
5:30 PM	67	69	66	69	70	70	71	67	68	66	33	26	31	19	33	35	24	61	65
5:45 PM	74	68	66	69	70	70	69	67	68	70	69	42	16	21	34	20	24	59	59
6:00 PM	70	67	63	67	65	68	72	69	74	70	73	70	73	71	41	27	28	63	60
6:15 PM	67	65	66	67	68	66	69	67	66	63	65	64	64	62	63	60	32	53	64
6:30 PM	72	70	66	63	65	66	67	67	70	70	71	69	68	69	66	65	60	57	59
6:45 PM	70	71	69	69	72	76	71	73	74	70	71	68	68	67	66	67	67	64	64
7:00 PM	68	69	66	65	57	59	59	69	70	66	71	68	64	63	64	65	66	66	62
7:15 PM	63	68	69	69	70	70	70	71	70	66	69	70	73	69	70	69	70	69	67
7:30 PM	71	70	66	69	70	70	70	71	70	70	69	70	68	69	69	69	70	69	70
7:45 PM	67	67	66	69	70	68	70	78	68	66	67	58	68	67	66	67	66	64	71

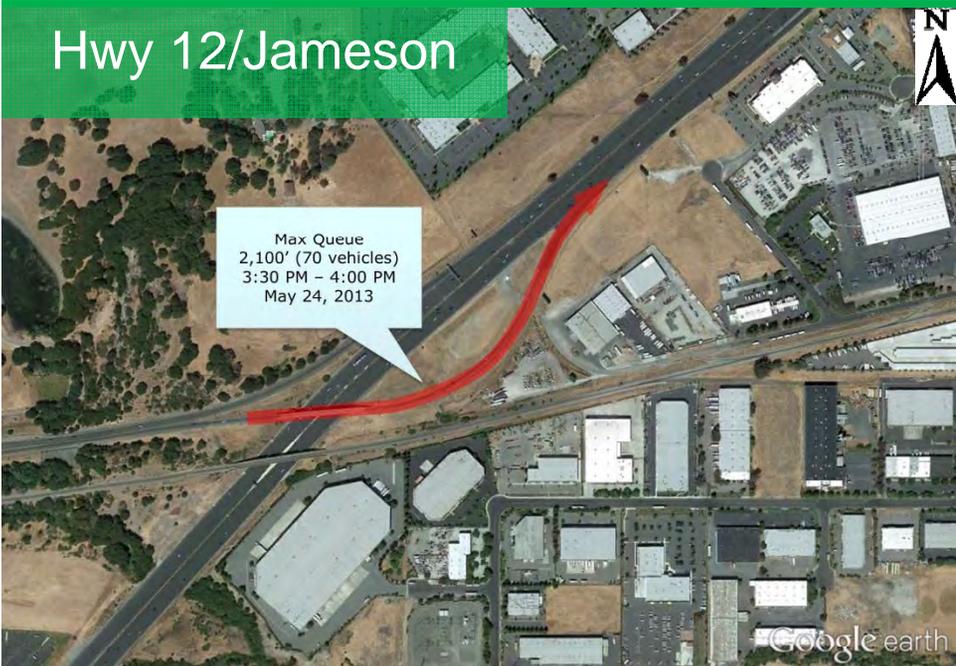
# Speed Contour Map – Long Weekend Friday

Start Time	Red Top Rd On Ramp To 680/Green Valley Off Ramp	Green Valley Rd Off Ramp To I-680 On Ramp	I-680 On Ramp To Suisun Valley Rd Off Ramp	Suisun Valley Rd Off Ramp To Suisun Valley Rd On Ramp	Suisun Valley Rd On Ramp To Truck Weigh Station Off Ramp	Truck Weigh Station Off Ramp To On Ramp	Truck Weigh Station On Ramp To Hwy 12 (East) Off Ramp	Hwy 12 (East) Off Ramp To Abernathy Rd Off Ramp	Abernathy Rd Off Ramp To Abernathy Rd On Ramp	Abernathy Rd On Ramp To Auto Mall Pkwy Off Ramp	Auto Mall Pkwy Off Ramp To Auto Mall Pkwy On Ramp	Auto Mall Pkwy On Ramp To Beck Ave On Ramp	Beck Ave On Ramp To Travis Blvd Off Ramp	Travis Blvd Off Ramp To Travis Blvd On Ramp	Travis Blvd On Ramp To Air Base Pkwy Off Ramp	Air Base Pkwy Off Ramp To Air Base Pkwy On Ramp	Air Base Pkwy On Ramp To N Texas St Off Ramp	N Texas St Off Ramp To N Texas St On Ramp	N Texas St On Ramp To Lagoon Valley Rd Off Ramp
3:00 PM	65	40	14	19	19	16	12	33	9	14	16	15	23	14	16	23	24	61	62
3:15 PM	65	23	15	31	41	33	15	30	14	18	14	15	19	17	18	18	24	54	56
3:30 PM	64	6	17	43	63	49	17	28	18	23	13	15	15	19	21	14	24	47	50
3:45 PM	36	20	20	46	39	24	13	13	17	26	19	15	16	13	19	20	26	50	49
4:00 PM	66	47	26	41	33	12	20	24	23	24	12	17	16	21	20	13	24	35	46
4:15 PM	65	62	32	41	17	27	17	22	24	8	20	15	25	16	17	19	23	32	42
4:30 PM	66	66	49	26	20	30	14	29	20	14	10	18	23	17	15	12	28	27	41
4:45 PM	70	38	16	31	29	32	14	29	30	15	16	14	19	17	26	13	22	21	44
5:00 PM	64	59	14	24	34	34	18	24	19	9	19	14	11	16	19	9	23	25	42
5:15 PM	71	69	69	63	27	23	19	30	17	22	13	17	9	20	14	15	23	25	41
5:30 PM	67	69	78	69	66	26	20	14	26	33	24	12	18	14	21	12	22	30	44
5:45 PM	71	63	63	63	65	63	31	24	18	22	20	15	16	16	25	16	22	41	40
6:00 PM	61	70	69	69	70	70	68	36	40	31	17	17	32	17	25	14	21	33	42
6:15 PM	72	69	57	58	65	66	67	71	60	36	29	20	34	18	18	14	26	44	49
6:30 PM	61	68	69	69	70	72	70	67	65	66	67	33	12	21	19	20	23	41	50
6:45 PM	66	67	69	67	68	65	67	67	68	66	67	68	68	67	41	22	25	54	62
7:00 PM	71	66	60	60	68	72	71	71	74	74	73	66	64	63	62	44	24	56	64
7:15 PM	74	70	69	69	70	70	73	73	74	70	73	73	68	65	69	57	31	64	71
7:30 PM	68	70	69	69	70	72	70	71	72	70	71	71	73	71	64	21	32	59	69
7:45 PM	69	68	63	60	65	66	71	73	74	70	75	71	73	69	67	60	46	59	60

# Proposed Metering Hours

- Monday to Thursday
  - 3 PM to 7 PM
  
- Typical Friday
  - 2 PM to 7 PM
  
- Long Weekend Friday
  - 2 PM to 8 PM

# Existing Connector Ramp Queues



> May 24 – Long Weekend Friday

# Existing On-Ramp Queues

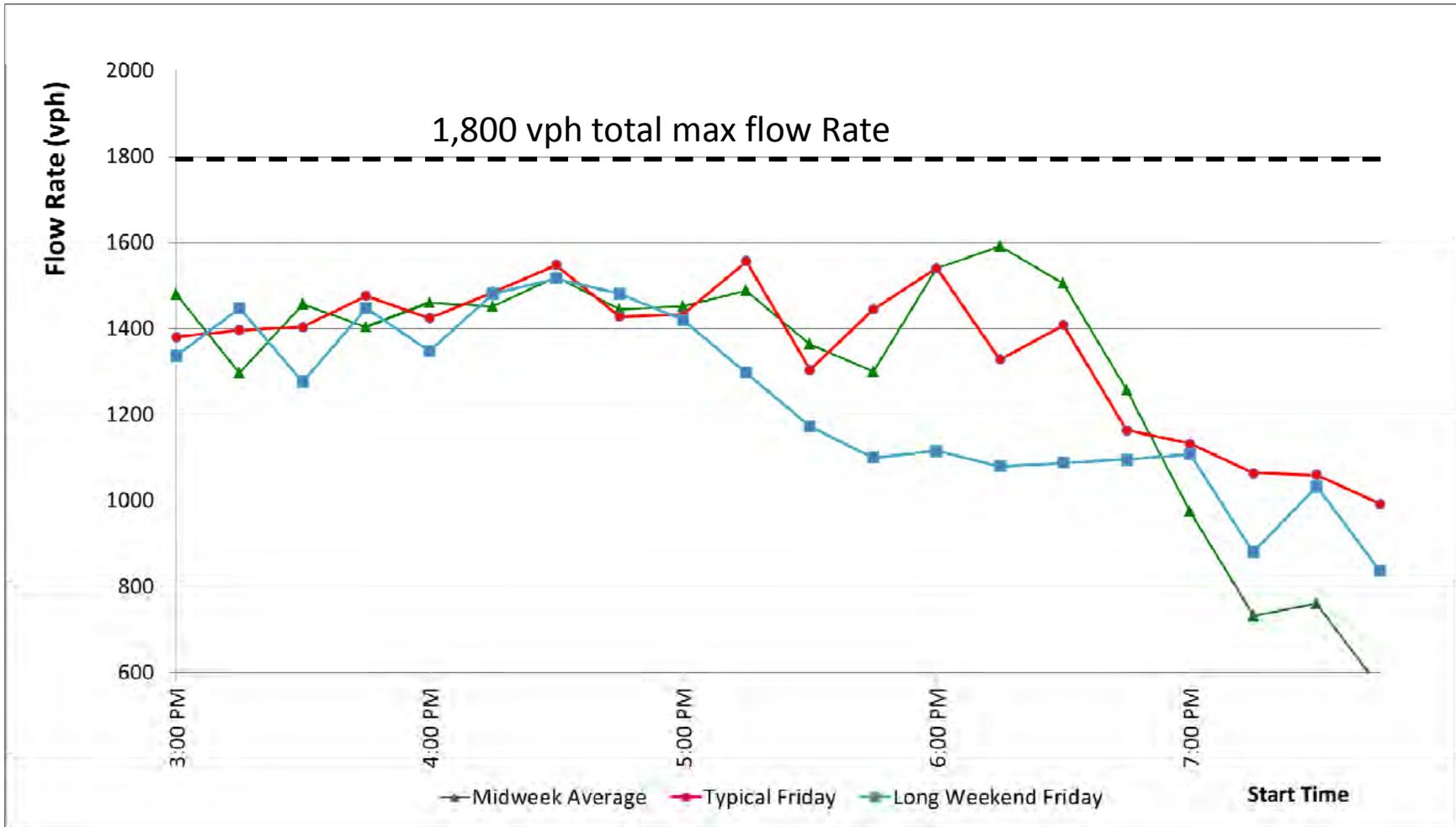


- > May 24 – Long Weekend Friday
  - All 3 ramps
- > May 17 – Typical Friday
  - Travis Blvd

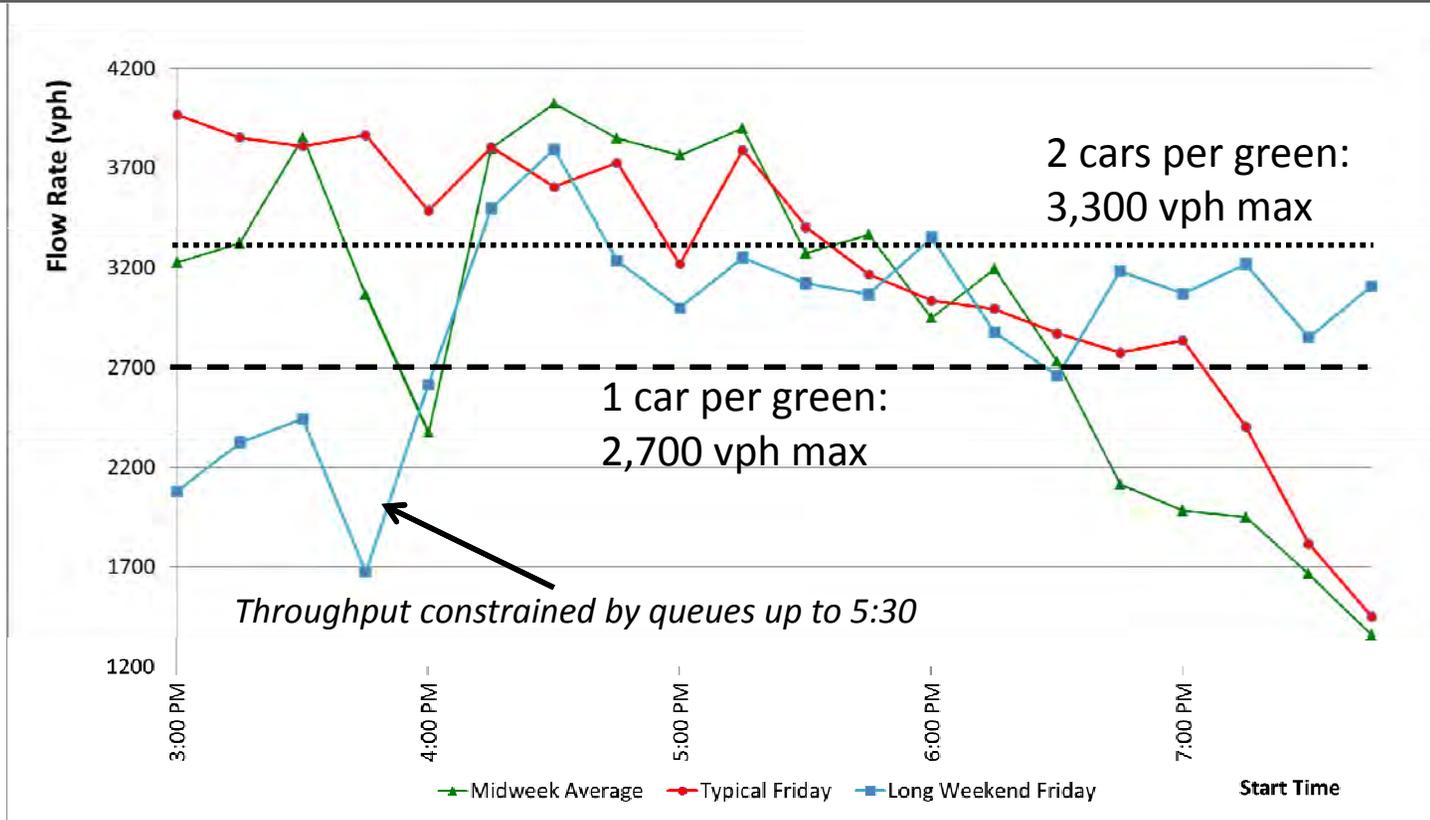


# Highway 12/Jameson On-Ramp

- 2 Lanes at Limit Line – Metering Feasible Based on Counts



# I-680/Green Valley On-Ramp Data



- 3 Lanes at Limit Line
- Existing Demands Too High to Meter
- Queue Would Extend Upstream of Advance Warning Signs
- Geometric Metering
- Long Weekend Friday Queues

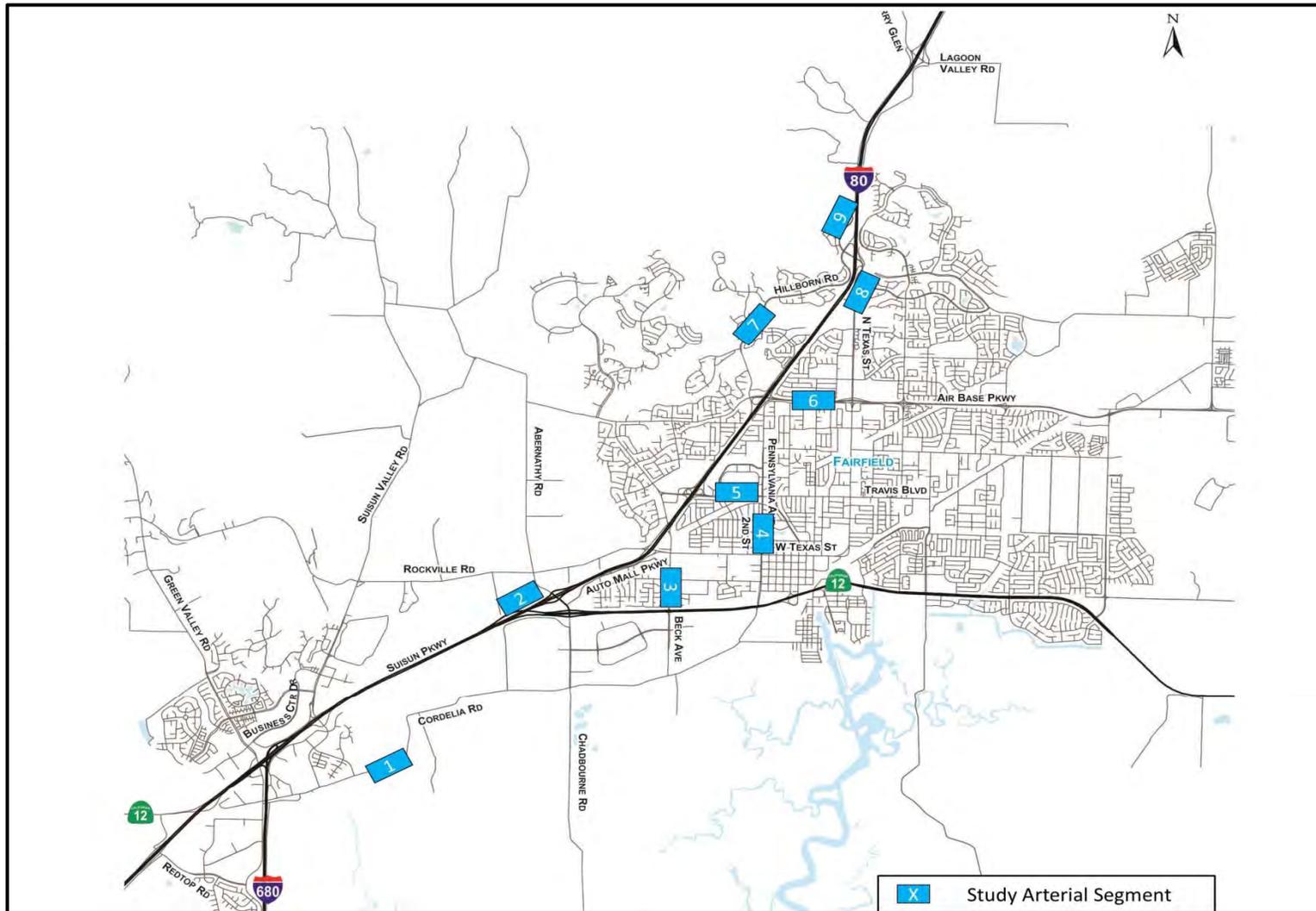
# Other Local Street On-Ramp Locations

- All other local street on-ramps can be metered based on counts:
  - Red Top Road
  - Suisun Valley Road
  - Abernathy Road/Chadbourne Road
  - Auto Mall Parkway
  - Beck Avenue
  - Travis Boulevard
  - Air Base Parkway
  - North Texas Street
- Develop A Ramp Metering Plan That Would Not Cause Spillback onto Local Streets
  - Consistency with the Feasibility Study

# Other Observations

- Cut-Through Traffic at Auto Mall Parkway interchange
  - During Friday PM peak period
- Potential HOV by-pass lane alignment issues at the following eastbound on-ramp intersections:
  - Air Base Parkway – eastbound left-turn movement
  - Abernathy Road/Suisun Parkway – eastbound left-turn movement
  - Caltrans Will Evaluate Restriping Options

# Existing Arterial Segment Count Locations



# Next Steps

- “Before” Metering Data Collection - Completed
  - Data Collected in May, 2013
  - Draft Memo in August, 2013
- Update FREQ Model/Implementation Plan – Early November, 2013
  - Develop detailed metering rates for implementation
  - Consistency with Feasibility Study
  - Freeway Connector Metering: SR 12 EB, I-680 NB to EB
- Activate Ramp Meters – Early, 2014
- “After” Metering Data Collection – May 2014
  - Will serve as “Before” Conditions Data for Stage II Implementation
  - Will Address Connector Metering for I-505, SR 12 WB, I-680 NB to WB, SR 37

# Questions



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DATE: September 17, 2013  
TO: STA TAC  
FROM: Sara Woo, Associate Planner  
RE: TFCA Program Update and Summary of Regional Initiatives

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**Background:**

Solano Transportation Authority (STA) staff meets with the Bay Area Air Quality Management District (BAAQMD) staff on an annual basis to review the progress on the Transportation Fund for Clean Air (TFCA) Program as the Bay Area regional initiatives.

The BAAQMD TFCA 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The STA is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

**Discussion:**

On March 13, 2013, STA staff met with BAAQMD staff to discuss countywide priorities as well as regional initiatives.

**Regional Initiatives**

The regional initiatives brought forward by Air District staff included emission reductions, alternative fuels (electric vehicle), bike share program, and a regionwide implementation of an employer commute alternative program. BAAQMD staff is administering the employer commute alternative program in response to Senate Bill 1339, which authorizes a four-year program to enable the BAAQMD and Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit requirement. As such, employers with 50 or more full-time employees will have the flexibility to offer their employees one of 4 options:

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

On October 9, 2013, BAAQMD staff will be coordinating a local public outreach workshop from 2:00pm to 4:00pm at the Fairfield Community Center to help facilitate the conversation for this regional initiative and how employers can learn about the opportunity for cost savings and emission reductions, while meeting the requirement.

#### Countywide Priorities

1. Solano Commute Alternatives Outreach Program and Incentive Activities (\$220,000)
2. Solano Community College Student Bus Voucher Program (\$42,000)
3. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981)
4. Suisun City Electric Charging Station (\$2,000)

The Solano Community College Student Bus Voucher Program is a pilot project to incentivize transit usage to and from each of the three college campuses. The College staff indicated that the goal for this program is to track the success of the program to assist in establishing a permanent program funded with student fees.

Suisun City's Electric Charging Station is a valuable addition to Solano County's charging station network. The new charging station would be immediately adjacent to where the existing charger is located which is currently oversubscribed.

Further details on each of the four projects are provided as Attachment A.

The BAAQMD staff reviewed all projects and concluded that they all met the TFCA cost effectiveness eligibility requirements and qualify as clean air projects or programs. The STA Board unanimously approved the recommendation for the above projects at their September 11, 2013 meeting.

#### **Fiscal Impact:**

None to the STA General Fund. The BAAQMD regional initiative for SB1339 is implemented by Air District staff. Funding recommended for each project and program is provided by the BAAQMD TFCA 40% Program Manager Funds. A total of \$288,981 is available for FY 2013-14, with \$220,000 previously approved for SNCI's Solano Commute Alternatives Outreach Program and Incentive Activities. The recommended projects will use the remaining balance of TFCA funding.

#### **Recommendation:**

Informational.

Attachment:

- A. Project Information Sheets for the Solano Community College Student Bus Voucher Program, SR2S High School Trip Reduction Pilot, and Suisun City Electric Charging Station.

## PROJECT INFORMATION

- A. Project Number: 14SOL01
- B. Project Title: Solano Commute Alternatives Outreach Program and Incentive Activities  
*Provide a concise, descriptive title for the project (e.g., “Elm Ave. Signal Interconnect” or “Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles”).*
- C. TFCA Program Manager Funds Allocated: \$ 220,000
- D. TFCA Regional Funds Awarded (if applicable):\$ \_\_\_\_\_
- E. Total TFCA Funds Allocated (sum of C and D):\$ 220,000
- F. Total Project Cost: \$ 593,000  
*Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.*
- G. Project Description:

The Solano Commute Alternatives Outreach Program and Incentive Activities will enhance the effectiveness of the regional rideshare program by including the following components:

1. Employer Outreach and Incentives Program: Implement an employer outreach program (Employer Commute Challenge) to promote alternative modes to Solano employers. SNCI will implement incentives to increase employer involvement in reducing drive alone commuting among their employees. This will be accomplished through mailings, calls, on-site visits, materials, incentives, emergency ride home program, marketing campaigns, web-based tools, and events.
2. Bicycle Promotion: Distribute information about bicycling and bicycle incentives. Work with local jurisdictions to produce updated version of *What's New in Bicycling* and *Bicycling on Transit*. Promote bicycling as a travel option to Solano employers and individuals through events and other means. These efforts will be coordinated with the Solano Bicycle Advisory Committee and other bicycle organizations.
3. Incentive Activities: Market, provide financial incentives and administer carpool, vanpool, transit and bicycling incentive programs to increase commuter use of these modes. This will include the Emergency Ride Home (ERH) program for Solano County. Incentives will be evaluated to determine if existing incentives should be maintained and/or new incentives implemented.
4. SolanoExpress Transit Customer Service and Marketing: Directly support customer service and an expanded marketing effort and customer service for SolanoExpress to support the various transit routes in the county with niche marketing and transit information. The program includes various efforts such as personalized transit trip planning to place individuals into transit, the distribution of Transit Connections brochure, displays, presentations, print ads, radio ads bus cards and other strategies to promote transit use for work and other trip purposes.

- H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet  
*Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *attached*
- J. Comments (if any):

**Transportation Fund for Clean Air (TFCA)  
County Program Manager Funds  
Project Information Form**

- A. Project Number: 14SOL02
- B. Project Title: Solano Community College Student Bus Voucher Program  
*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*
- C. TFCA County Program Manager Funds Allocated: \$ 40,000
- D. TFCA Regional Funds Awarded (if applicable): \$ 0
- E. Total TFCA Funds Allocated (sum of C and D): \$ 40,000
- F. Total Project Cost: \$ 40,000

**G. Project Description:**

*Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed includes but is not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served. Include a map of the project area.*

Solano Community College (SCC) is seeking bus vouchers in the areas of Vallejo, Fairfield and Vacaville for 75 college students traveling to one or more of our three campus centers. This will reduce on average 150 one-way trips per day for 175 days per academic/calendar year. The average trip length for students, according to a 2012 Transportation Survey, is 16 miles one-way.

Many SCC students are dropped off by a family member or friend so that they can attend classes. One such student accounts for four one-way trips each day. We plan to target these students with this program, thus reducing on average 64 miles of travel per day.

We expect to reduce 420,000 miles of car travel in the first project year, for a total of 26,250 trips, with a total project cost effectiveness of \$69,906.

To participate in the program, students would pay a transportation fee to the College of \$7 (full-time student with 12 units or more) and \$5 (part-time student with 11 to six units). The College will use this fee to modify our existing student identification cards or pay for a staff person to manage the dispersal of bus vouchers, or both. No special equipment is needed.

Hours of operation will reflect those of the three local transit providers, SolTrans in Vallejo, FAST in Fairfield-Suisun, and City Coach in Vacaville, which all serve SCC centers. Classes at SCC start as early as 7 a.m. and end as late as 10 p.m. It is our hope that with increased bus ridership, bus service can in the future be extended later in the evening as Fairfield, Suisun and

Vacaville bus-riding students cannot take any evening courses at this time because their bus services end before 7 p.m.

We plan to distribute 15 monthly bus passes each in Vallejo and Vacaville (total of 30) and 45 monthly bus passes in Fairfield. These numbers are proportional to the number of students from these communities attending SCC. For this pilot project, we are buying local city passes to encourage students to attend the SCC campus or center in their home community.

**H. Final Report Content and Cost Effectiveness Calculation Due:**

Estimated Date January 31, 2016

**I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project.**

**J. Comments (if any):**

*Add any relevant clarifying information in this section.*

## PROJECT INFORMATION

A. Project Number: 14SOL03

B. Project Title: Safe Routes to School High School Trip Reduction Pilot  
*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*

C. TFCA Program Manager Funds Allocated: \$ 24,981

D. TFCA Regional Funds Awarded (if applicable):\$ \_\_\_\_\_

E. Total TFCA Funds Allocated (sum of C and D):\$ 24,981

F. Total Project Cost: \$ 620,000  
*Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.*

G. Project Description:

These TFCA funds would enhance the effectiveness of the Solano Safe Routes to School (SR2S) program by including a pilot High School Trip Reduction Pilot Program in the SR2S FY2013-14 and FY2014-15 Work Program:

The High School Trip Reduction Pilot Program would be based on the success of programs implemented in other counties in the San Francisco Bay Area Region. Transform, in Alameda County, has implemented a similar program and noted much success engaging High School Students.

The purpose of the program is to encourage students, through incentives, to reduce their Single Occupancy Vehicle trips to and/or from school and choose a commute alternative, such as walking, bicycling or carpooling. This program will reduce traffic congestion around the schools in the morning and educate students on the benefits of active transportation. Students with the highest number of trips and mileage reduced would receive incentives. The incentive options would include iTunes, Target and gas gift cards. The program will be piloted for one school year (August 1<sup>st</sup> to July 31<sup>st</sup>). As a result of this program, students will start to develop healthier habits and become more aware of their carbon footprint and the impact it has on our environment.

Prior to the program implementation, student vehicles in the parking lot of the selected high school would be counted to determine a benchmark. The incentive program would be marketed through the leadership and other campus organizations, with a combination of flyers and leaflets on parked cars. Each student will be entered into a barcode scanning database, where the radius of their trips will be tracked. The radius will vary between ½-.5 miles miles per trip equating to approximately 1 pound of carbon emission reduction per mile. Solano Safe Routes to School staff will compile data weekly to track the progress of the participating students. Additionally, students can receive emails and/or text messages providing them with their CO<sub>2</sub>, miles traveled and calories burned, for further encouragement. The cost to the program will be very minimal as there is an existing application for iphones that allows students to scan their barcodes upon arrival to the school campus. Based on the volume of students participating (50 or more) we can purchase a scanner at approximately \$200.00.

To register the school in which the program will be implemented would cost \$250.00 per year/per school.

This is a program that high school students can take ownership of and sustain in their school.

- H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet  
*Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *attached*
- J. Comments (if any):

## PROJECT INFORMATION

- A. Project Number: 14SOL04
- B. Project Title: Suisun City Capitol Corridor Park and Ride Charging Station  
*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*
- C. TFCA Program Manager Funds Allocated: \$ 2,000
- D. TFCA Regional Funds Awarded (if applicable):\$ \_\_\_\_\_
- E. Total TFCA Funds Allocated (sum of C and D):\$ 2,000
- F. Total Project Cost for Electric Charging Station: \$ 10,000

Matching funds provided by Suisun City Capitol Corridor Train Station Improvement Project:

Total project cost: \$600,000  
OBAG CMAQ - \$315,000  
OBAG STP - \$100,000  
TDA Article 3 - \$ 35,000  
STAF - \$150,000

G. Project Description:

The project located within Suisun City on Lotz Way inside the Park & Ride Parking Lot adjacent to the Suisun City Capitol Corridor Train Station. The proposed project includes the construction of a second level 2 charging station to meet the current demand.

The population served by this station is Solano County residents and those traveling along Highway 12 that are in need of a charging station. The Park & Ride Lot where the EV station is located is at least 80% full on weekdays. The existing EV charging station is used daily. Upgrading the EV station will allow the station to serve an even greater population.

- H. Final Report Content: Light Duty and Light Heavy - Duty Vehicles or Infrastructure Cost Effectiveness Worksheet and Final Report Form
- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project.
- J. Comments (if any):

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DATE: September 17, 2013  
TO: STA TAC  
FROM: Sara Woo, Associate Planner  
RE: Vine Trail Project Update

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**Background:**

The Napa Valley Vine Trail is a proposed multi-use Class I bicycle and pedestrian path from the Vallejo Ferry Terminal to Calistoga. City of Vallejo is working with Solano Transportation Authority (STA) and other stakeholders of the Napa Valley Vine Trail project (Vine Trail). The Vine Trail project is supported by a grass roots non-profit called the Vine Trail Coalition. The purpose of the coalition is to advocate and support the project through donations and fundraising not only for the delivery of the project itself, but maintenance as well.

In 2009, the Napa Valley Vine Trail Executive Director, Chuck McMinn, approached STA staff about the concept. At the time, STA staff was supportive of the concept. Since then, some segments of the trail have made progress and potential funding has been identified through support of the San Francisco Bay Trail Project and the Vine Trail Project.

**Discussion:**

On May 28, 2013 at a meeting organized by Solano County Supervisor Erin Hannigan, STA staff met with City of Vallejo, Napa Valley Vine Trail Coalition, Bay Trail, Napa County Transportation and Planning Agency, and MTC representatives to discuss the opportunity for this project.

The Solano County portion of the Napa Valley Vine trail is within City of Vallejo City Limits. STA has prepared a draft feasibility study scope of work outline for Solano County's portion of the project. Attachment A shows the letter from City of Vallejo staff. Attachment B is the preliminary scope of work prepared as an outline of the project's study areas. Based on conversations with Bay Trail and Vine Trail staff, two primary study areas have been identified. One is in the northern portion of Vallejo near the State Route (SR) 29/SR37 intersection. The second study area is a gap between Mare Island Way and the existing White Slough multi-use trail.

There are many existing facilities in City of Vallejo that can be connected through this gap closure projects. To determine the scope of the project and costs involved with constructing a bicycle and pedestrian path, a feasibility study is needed. The City of Vallejo has requested that the Solano Transportation Authority (STA) act as the Project Sponsor on behalf of the City to complete the feasibility study.

It is the City of Vallejo's intent to sponsor the project based on the feasibility study findings. Based on the findings and timing, City of Vallejo staff has expressed the interest in evaluating the opportunity for STA to act as the Project Sponsor on a phase-by-phase basis. The Bay Trail Project and Napa Valley Vine Trail have agreed to offer \$50,000 each to be applied to the study and/or a construction phase of the project. The Bay Trail Project funding is available through a grant application process.

**Fiscal Impact:**

None to the STA General Fund. Initial funding for this preliminary work is to be funded by the Bay Trail and Napa Valley Vine Trail group.

**Recommendation:**

Informational.

Attachments:

- A. Letter from City of Vallejo
- B. Vine Trail Preliminary Scope of Work



Public Works Department · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4433

August 22, 2013

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



**SUBJECT: SOLANO VINE TRAIL BIKE AND PEDESTRIAN PATH – CITY LIMITS TO VALLEJO FERRY TERMINAL**

Dear Mr. Halls:

The City of Vallejo's Public Works representatives met with the Solano Transportation Authority (STA) and other stakeholders of the Napa Valley Vine Trail Project on May 28th, 2013. The Solano County portion of the Napa Valley Vine trail falls within City of Vallejo City Limits. In follow up to this meeting, it is our understanding that Solano Transportation Authority (STA) has prepared a draft feasibility study scope of work for Solano County's portion of the project, which is attached. The project calls for a feasibility study to determine the scope of the project and costs involved with constructing a bicycle and pedestrian path. The City is requesting that Solano Transportation Authority (STA) act as the Project Sponsor on behalf of the City to complete the feasibility study. Based on the feasibility study findings and timing, the City of Vallejo would like to evaluate the opportunity for STA to be the Project Sponsor on a phase-by-phase basis. The Bay Trail Project and Napa Valley Vine Trail have agreed to offer \$50,000 each to be applied to the study and/or a construction phase of the project.

Please feel free to contact me at (707) 648-4301 or [dkleinschmidt@ci.vallejo.ca.us](mailto:dkleinschmidt@ci.vallejo.ca.us) should you have any questions or need any additional information.

Sincerely,

DAVID A. KLEINSCHMIDT  
Public Works Director

DK:SW/tdh

cc: Jill Mercurio, City Engineer  
Robert Macaulay, STA  
Sara Woo, STA  
PW Chron

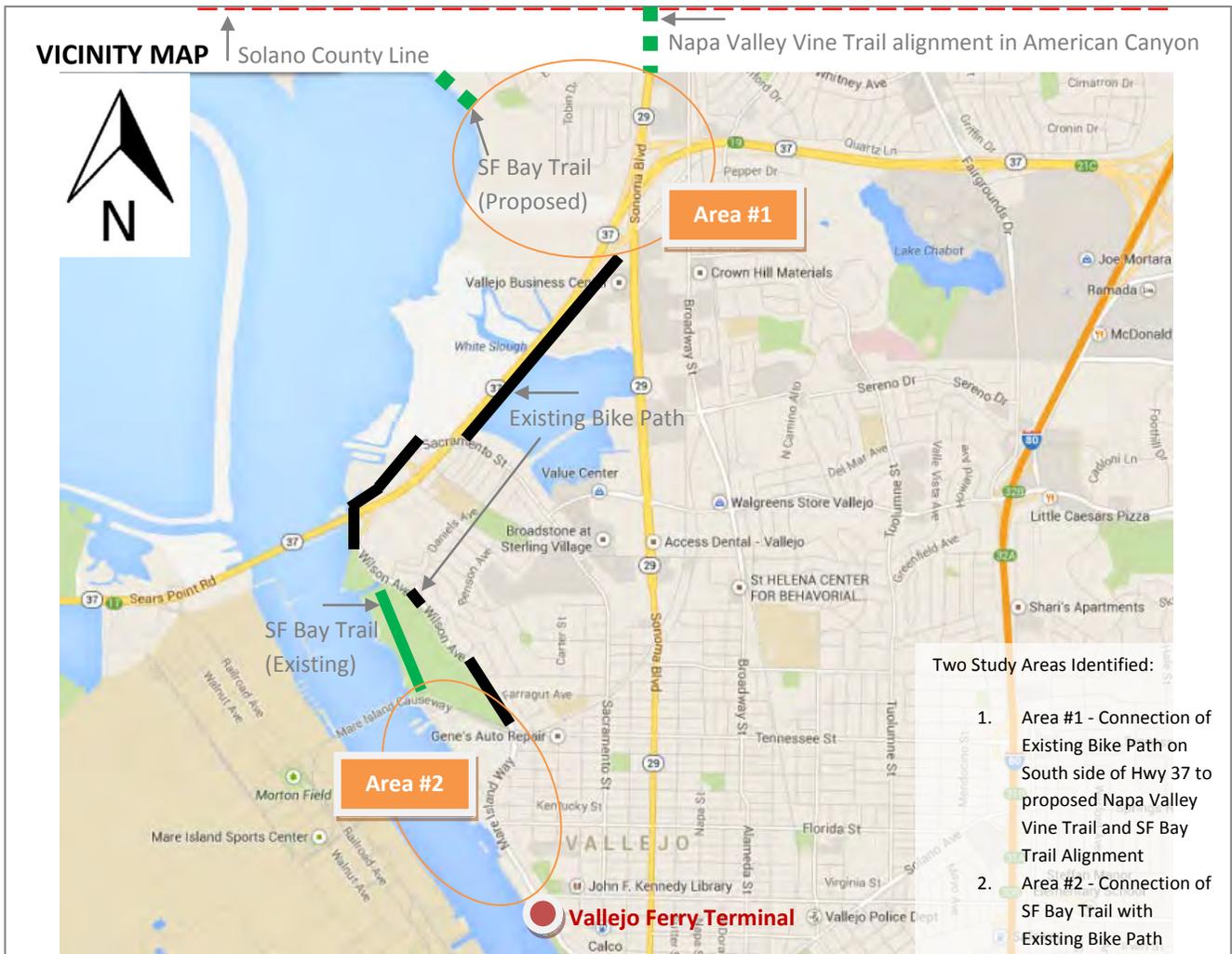
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**Project Scope of Work  
 (Feasibility and Implementation)  
 Solano Vine Trail Project**

On Route     State Route (SR) 29 and SR 37 corridor  
 Between     Vallejo Ferry Terminal  
 And           Solano County Line

The Solano Transportation Authority (STA) has agreed to sponsor the Solano Vine Trail Feasibility Study on behalf of the City of Vallejo. City of Vallejo staff is in the process of preparing a letter to formally request this of the STA.

The below scope of work reflects the anticipated process and deliverables for the STA Solano Vine Trail Feasibility Study and Implementation Plan.



## **RESPONSIBLE PARTIES/STAKEHOLDERS**

The STA with the assistance of a consulting firm will perform this work. Scoping and review of the study will be coordinated through a Stakeholder group of 7-8 participants. Changes to the scope of work may be necessary to integrate a comprehensive outreach approach suggested by the Stakeholders:

1. STA
2. Solano County
3. NCTPA
4. Napa County
5. City of Vallejo
6. Bay Trail
7. Ridge Trail
8. Vine Trail Coalition

## **OVERALL PROJECT OBJECTIVES**

- Define Purpose and Need for project
- Identify specific route alternatives and feasibility of each alternative in two key areas identified through existing pre-planning completed by the Napa Vine Trail Coalition
- Define design concept for alignment alternatives
- Identify project costs, scope, and schedule
- Identify phasing of the project
- Identify right-of-way approach
- Define ownership and maintenance responsibilities

**TIMELINE:** It will take approximately 100 hours to complete the feasibility study (Note: This is a conservative estimate. Actual hours spent after the formal initiation of project could be less than 100 hours as some hours have already been spent in the development of this scope of work document)

### **1. PROJECT INITIATION**

#### **Task 1.1 Project Kick-off Meeting**

- STA will hold a kick-off meeting with Stakeholder group to discuss project expectations, budget, scope, and schedule. Meeting summary will be documented
- Responsible Party: STA

#### **Task 1.2 Staff Coordination**

- Weekly conference call project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Stakeholders will be invited to major team meetings.
- Responsible Party: STA

**Task 1.3 Agreement for STA Project Sponsorship in Coordination with City of Vallejo**

- Complete an agreement process for designation of STA as project sponsor  
 Responsible Party: STA and City of Vallejo

**Task 1.4 Identify Existing Conditions**

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan such as existing and planned land uses, demographics, and travel connections within the City of Vallejo.
- Inventory and evaluate existing bicycle and pedestrian facilities  
 Responsible Party: STA

<b>Task</b>	<b>Deliverable</b>
1.1	<i>Meeting Notes</i>
1.2	<i>Weekly meeting notes</i>
1.3	<i>Executed Consultant Contract</i>
1.4	<i>Existing Conditions Report</i>

**2. PUBLIC OUTREACH**

*Note: All meetings will be publically noticed to allow for community participation.*

**Task 2.1 Stakeholder Workshop #1**

- This workshop will introduce the project to the stakeholder group, define project parameters, inform the community of project opportunities and constraints, and solicit opinions from the stakeholder group and community participants to shape. Present option to host a walking tour for following meeting. Task 3.1, Develop Alignment/Design Concept  
 Responsible Party: STA

**Task 2.2 Stakeholder Workshop #2**

- Use of maps and graphics on a display board and PowerPoint to present the feasible alignment and design concept. Stakeholder group will decide on preferred alternatives. Continue to solicit feedback from the stakeholder group and community to shape Task 3.3, Draft Solano Vine Trail Feasibility Study and Implementation Plan  
 Responsible Party: STA

**Task 2.3 Stakeholder Workshop #3**

- Present Draft Study and Report and continue to solicit feedback for public comments to shape Task 3.3, Draft Solano Vine Trail Feasibility Study and Implementation Plan and Task 3.6, Draft Solano Vine Trail Feasibility Study and Implementation Plan  
 Responsible Party: STA

**3. FEASIBILITY**

Task 3.1 Develop Alignment Options in 2 target areas

- Based on the existing conditions report and the stakeholder/community input from Workshop #1, a concept alignments will be developed with design options identified.

Responsible Party: STA

Task 3.2 Develop Project Estimate

- Work with STA Legal Counsel to review ROW
- Workshop #2 to select alignment and design alternatives

Responsible Party: STA

Improvements

	<u>Lane Miles</u>	<u>ROW</u>	<u>Estimate</u>
Total Lane Miles of Improvements			
Class I Multi-use Path			
Bicycle Lanes (without road widening)			
Bicycle Lanes (with road widening)			
Pedestrian Facilities			

A more detailed Project Estimate sheet will be developed to include segments and endpoints for improvement, total length, width, construction cost, environmental/preliminary engineering cost, PS&E cost, and construction management cost information.

**4. IMPLEMENTATION**

Task 4.1 Funding Strategy and Grant Request

- Develop list of potential funding sources

Responsible Party: STA

**5. PROJECT MANAGEMENT AND ADMINISTRATION**

Task 5.1 Identify Project Engineer/Manager to Sponsor Delivery of Project

- Discuss and select an agency to sponsor delivery of environmental clearance and construction for Solano Vine Trail Project

Responsible Party: Stakeholder Group

Task 5.2 Prepare Supporting Documentation

- Provide resolutions of support
- Provide letters of support

Responsible Party: Stakeholder Group

**6. CONCLUSION**

Task 6.1 Prepare Final Document

- Complete final document based on stakeholder workshop meetings #1 and #2
- Workshop #3 to review and approve final study

Responsible Party: STA

**7. CONTACTS**

Task 7.1 Contact Information

- Create list with contact information for staff from implementation agencies

Responsible Party: STA

**Proposed Project Timeline**

<b>Task</b>	<b>Deliverable</b>	<b>Timeframe</b>
Task 1. Project Initiation	Existing Conditions Report	October 2013
Task 2. Public Outreach	Alignment/Design Options and Phases	October-November 2013
Task 3. Feasibility	Cost Estimates	November 2013
Task 4. Implementation	Funding Strategy and Grant Request List	Late November 2013
Task 5. Project Management and Administration	Identify Project Sponsor to deliver environmental and construction phase of project	December 2013
Task 6. Conclusion	Final Document	February 2013
Task 7. Contacts	Contacts List	October 2013



DATE: September 16, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2013. Monthly legislative updates have been provided by STA’s State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>. A Federal Funding Matrix is included as Attachment C.

**Discussion:**

State

Senate Bill ([SB 556 \(Corbett\)](#)) would require public agencies, including public transit systems, to “label” employees and vehicles which are independent contractors or operated by independent contractors with a “NOT A GOVERNMENT EMPLOYEE” or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure. The STA Board approved a position to monitor SB 556. On September 11, the bill was ordered to the inactive file and will not be considered this legislative year, although it may be brought back in 2014.

Assembly Bill ([AB 466 \(Quirk-Silva\)](#)) requires Caltrans to continue allocating federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to regions pursuant to the current and longstanding formula. The bill codifies in state statutes the weighted population distribution formula that was in effect in federal law up until the enactment of Moving Ahead for Progress in the 21st Century Act (MAP-21). AB 466 is supported by the STA Legislative Platform #VI.9 - Funding). As of August 26<sup>th</sup>, AB 466 (Attachment D) is endorsed by (among other southern California agencies) the Metropolitan Transportation Commission (MTC) and Santa Clara Valley Transportation Authority (VTA), and opposed by the State Department of Finance. The STA Board approved a support position of AB 466 (Attachment E), and the bill has been sent to Engrossing and Enrolling in preparation for action by the Governor.

Senate Constitutional Amendment ([SCA 4 \(Liu\)](#)) would lower the voter threshold to 55% for local transportation sales tax measures. The STA Board approved support of SCA 4 on February 13<sup>th</sup>. The bill was amended in the Senate Rules Committee on August 28<sup>th</sup> (Attachment F) to impose further restrictions:

- At least 50 percent of the tax proceeds must be expended for programs or purposes included in a sustainable communities strategy.

- A local government, when expending any of the tax proceeds for an expansion project on the state highway system, must dedicate a portion of those proceeds, as determined under statute, for the ongoing maintenance of that expansion project.

A number of county transportation agencies, including the Self-Help Counties Coalition, have raised concerns regarding these amendments.

As seen in the bold outlining in the STA Legislative Bill Matrix Digest (Attachment G), AB 466 is the only state bill acted upon by the STA Board that moved forward this year to the Governor's desk.

#### Federal

##### TIGER 2013 Grant Funding

STA staff and STA Federal Lobbyist Susan Lent worked closely with the City of Fairfield to coordinate the application and all the required letters of support for the Fairfield/Vacaville Intermodal Station project, which was submitted on June 1<sup>st</sup> for a \$9M rural area set-aside. The project application was known and well received by all departments with which we met in Washington DC. Congressman Garamendi reached out personally to outgoing DOT Secretary LaHood verbally and in writing advocating for the project. The project garnered letters of support from every state and federal legislator representing Solano County.

The list of funding recipients was released September 5<sup>th</sup>, and unfortunately, Solano County is not among the recipients. Only 3 projects in California were awarded funding (in Fresno, Truckee and San Diego), but none of the 5 Bay Area projects, including the Train Station, were among them.

#### **Fiscal Impact:**

None.

#### **Recommendation:**

Informational.

#### Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. Akin Gump Federal Legislative Update
- C. Federal Funding Matrix
- D. Letter to Senator Wolk re AB 466
- E. AB 466 (Quire-Silva) Amended August 22, 2013
- F. SCA 4 (Liu) Amended August 28, 2013
- G. STA Legislative Bill Matrix Digest

**SHAW/YODER/ANTWIH, inc.**

LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

August 28, 2013

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner  
Shaw / Yoder / Antwih, Inc.**RE: STATE LEGISLATIVE UPDATE – July/ August 2013**

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Since our last report of late June, the legislature took its one-month Summer Recess, and then reconvened in early August to begin the sprint towards the September 13<sup>th</sup> close of the first year of this two-year legislative session. The Interim Study Recess begins that day, and the legislature won't return again until January of 2014.

Thus, the focus has been on moving bills through the "second House" and to the governor's desk.

Besides lobbying the positions on bills previously adopted by the Board, we also worked with your staff during this period to identify additional bills for your consideration.

Here's an update on our new and ongoing activities:

**Bills of Interest**

1. **SB 556 (Corbett)** was recently gutted and amended to require all public agencies, including public transit systems, to "label" employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure. Transit systems throughout the state – including those overseen by the STA – utilize independent, outside contractors to provide transit services, such as drivers/operators for buses and rail vehicles. This bill would place a financial burden on both transit systems and the independent contractors in order to meet the disclosure requirement. Furthermore, the bill would have a potentially detrimental impact on public perception, internally and externally.

We therefore concur with your staff and recommend that board Oppose this bill.

2. **SCA 4 (Liu) & SCA 8 (Corbett)** are constitutional amendments that would lower local vote thresholds for tax measures that support transportation programs, from two-thirds to 55%. The STA board Supports these bills. Each was heard in the Senate Transportation and Housing Committee on August 27, and I testified at the hearing on your behalf.

The author of SCA 4 took suggested committee amendments that: a) add an additional requirement that a percentage of the tax proceeds raised under this new authority be spent on projects aimed at reducing transportation-related greenhouse gas emissions; and b) require that a portion of any of these local tax proceeds spent on the state highway system be set aside for the future maintenance of that new highway capacity. I indicated to the committee that your board would need to evaluate its position on the measure based on these new amendments. (The author of SCA 8 did not take these same amendments.)

In any case, we will have time to engage in this discussion because, as discussed in our earlier reports, we expect that the full Senate will *not* act on these measures this year. Rather, we expect the legislature to consider these and other related measures as a package *next* year, and determine which if any should go forward, and in what form. The legislature will have until mid-summer next year to place anything on the November 2014 ballot.

3. **AB 466 (Quirk-Silva)** would require Caltrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to a long-standing formula. The bill is needed to provide much-needed financial predictability for local transportation agencies. The enactment of the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) resulted in a number of modifications to CMAQ; as a result of those changes, the formula California uses to distribute CMAQ funds is no longer codified in federal law.

Staff informs us that the STA has used CMAQ Funds to support a wide variety of transit and active transportation projects and improvements. In the last funding cycle alone, STA utilized CMAQ funds to: support bike and pedestrian safety improvements for the City of Dixon; improved ADA access and safety improvements for the Suisun/Fairfield Train Station; complete phase 5 of Solano County's Vaca-Dixon bike route; and, provided outreach efforts for increased ridership through the STA Transit Ambassador Program.

Thus, we concur with staff's recommendation that the STA board ought to Support this bill.

4. **AB 935 (Frazier)**, relative to the composition of the WETA board of directors, did not move in this reporting period; as we reported earlier, **the author has determined to make AB 935 a two-year bill**. However, we did recently begin discussions with the Governor's legislative staff and with his appointments office about the prospects for ensuring our county's continued representation on the board. We will work with you and your staff over the coming months to identify and pursue the necessary points of communication, with the appropriate officials.

The STA board Supports this bill.

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

August 24, 2013

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

In July and August we monitored developments with transportation appropriations and authorization bills and with the Department of Transportation's implementation of MAP-21. We also advised STA regarding Buy America Act implications related to the utility relocation work associated with the I-80/680/SR 12 project and assisted STA with obtaining clarification from the Federal Highway Administration that Buy America requirements do not apply to the utility relocation contract since it will not be reimbursed with federal funds.

**Fiscal Year 2014 Appropriations**

Neither the House nor the Senate were able to advance their respective fiscal year 2014 transportation appropriations bills before the August recess and the fate of both bills and a final compromise is uncertain.

The Senate Appropriations Committee passed the bill (S. 1243) with bipartisan support including strong support from Senator Susan Collins, the ranking member on the transportation appropriations subcommittee. The bill would make available about \$51 billion in transportation spending, including \$550 million for TIGER grants and \$500 million for a competitive grant program for bridge repairs in critical transportation corridors. Despite the bipartisan support for the bill in Committee, Senate Majority Leader Mitch McConnell (R-KY) lobbied his caucus to vote against allowing the bill to proceed to a vote on grounds that the bill appropriated too much money and was inconsistent with planned spending cuts. The vote to invoke cloture on August 1 failed to receive the 60 votes (54-43) necessary to bring the measure to a final vote.

The House transportation bill (H.R. 2610) met with a similar fate. That bill included about \$41 billion for transportation programs. While the House bill funded highway formula programs at the levels authorized in MAP-21, it did not include funding for the TIGER program and reduced funding for Amtrak and other discretionary transportation and HUD programs. House Democrats and some moderate urban Republicans opposed the bill because of the spending reductions, while more conservative Republicans opposed the bill because it did not cut spending further. House Republican leadership withdrew the bill from consideration by the House on July 31. Leadership stated that the reason for withdrawing the bill was that there was insufficient floor time before the recess to allow for a consideration of amendments and a vote. House Appropriations Committee Chairman Hal Rogers, however, attributed the withdrawal to a lack of

Solano Transportation Authority  
August 24, 2013  
Page 2

support within the Republican caucus. He maintained that spending levels under sequestration are too low and urged his leadership to negotiate a budget deal that will replace sequestration.

House Speaker John Boehner (R-OH) stated that the House is likely to take up a short-term continuing resolution when Congress returns from the recess in September. The current fiscal year ends on September 30, leaving little time to resolve fiscal year 2014 spending. With a \$10 billion difference between the House and Senate transportation appropriations bills, it is not clear that even if the House and Senate could pass their individual bills, that they could reconcile them. To date, the House has passed four of the twelve appropriations bills. The Senate has not passed any of its appropriations bills.

### **Transportation Reauthorization – Oversight Hearings**

A July 23 hearing before the House Transportation and Infrastructure Committee's Highways and Transit Subcommittee highlighted the growing shortfall in the Highway Trust Fund and projections that the Trust Fund will be insolvent by the time that MAP-21 expires at the end of fiscal year 2014. Kim Crawley presented the Congressional Budget Office's estimate that Congress would need to raise motor fuel taxes by roughly 10 cents per gallon to close the funding gap and maintain current spending levels. Declining revenues were attributed to improved motor vehicle fuel efficiency, growing use of alternative fuels and declining miles-driven. Congress has not increased the current 18.4-cents-per-gallon gas tax and 24.4-cents-per-gallon diesel tax since 1993. The Trust Fund has failed to keep pace with transportation spending since 2008 and Congress has continually transferred funds from the Treasury to make up the shortfall. DOT Under Secretary for Policy, Polly Trottenberg, did not present policy recommendations to increase revenue to the Highway Trust Fund. She stated that Washington does not have an appetite to move to a fee for vehicle miles travelled. The Administration does not support increasing the gasoline tax, but instead has suggested using savings from reduced spending on the wars in Iran and Afghanistan for transportation.

At a July 24 hearing before the Senate Environment and Public Works Committee, Transportation Secretary Anthony Foxx endorsed the expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, but warned that demand for financing is quickly outstripping available funding. MAP-21 increased the annual appropriation for TIFIA from \$122 million annually to \$750 million in fiscal 2013 and \$1 billion in fiscal 2014. Requests for TIFIA financing have averaged about \$15 billion annually over the last three years. Secretary Foxx testified that DOT has received about 31 requests totaling \$42 billion for the fiscal year 2013 program. Secretary Foxx also stated that 25 projects are currently underway with 5 to 6 projects under review having met the program's criteria for credit worthiness. Sen. David Vitter (R-LA), the Committee's Ranking Minority Member, expressed concern that

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making “public interest” a factor in DOT’s evaluation of applications may give the Administration too much discretion over project selection.

### **Regulatory Streamlining**

On July 31, Senators Claire McCaskill (D-MO) and Ron Portman (R-OH) introduced *The Federal Permitting Improvement Act* (S. 1397), which is intended to expedite permitting for infrastructure projects that cost more than \$25 million. Eligible projects include renewable or conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, and manufacturing. The bill would identify best practices and deadlines for reviews and approvals, including designating one "lead agency" for a project, encouraging greater cooperation with state and local permitting authorities, providing greater transparency and early public participation, including creation of a website to track federal permit approvals, and reducing the Statute of Limitations for lawsuits from six years to 150 days. The bill was referred to the Committee on Homeland Security and Governmental Affairs. Senators John Barrasso (R-WY), Joe Donnelly (D-IN), and Michael Enzi (R-WY) cosponsored the bill.

On July 10, the House Judiciary Committee approved *The Responsible and Professionally Invigorating Development (RAPID) Act* (H.R. 2641), by a vote of 18-9. The bill would require federal agencies to complete environmental reviews and issue permits for projects under NEPA within specified time periods. The bill would establish an 18-month maximum for an environmental assessment and a 36-month maximum for an environmental impact statement. Under the bill, judicial review of a NEPA permit, license, or approval issued by a federal agency would be limited to 180 days from the determination. The bill was introduced on July 10 by Rep. Tom Marino (R-PA). The same bill was introduced last year.

### **Legislation Introduced**

On July 22, Rep. Steve Stivers (R-OH) introduced *The American-Made Energy and Infrastructure Jobs Act* (H.R. 2784). The bill would allow expanded drilling in the Outer Continental Shelf (OCS) and use some of the revenues for infrastructure. The bill authorizes the Secretary of Treasury to issue 20-year interest bearing bonds to provide up-front funding for transportation projects. The bonds would generate \$25 billion per year over six years. The proceeds of the bonds would go to the Highway Trust Fund (95 percent) and State Revolving Loan Funds (5 percent) for clean water and wastewater projects.

On August 2, Rep. Albio Sires (D-NJ) introduced *The Commute Less Act* (H.R. 2968), a bill that would give employers tools to provide transportation alternatives to employees, including rideshare and telework programs and shuttle services to connect transit stations with business parks. Metropolitan Planning Organizations serving a transportation management area could establish employer advisory councils that include representatives of employers in the area. The

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employer advisory council would develop and maintain a commuter trip reduction plan that identifies commuting patterns in the transportation area, goals and a plan for reduction of vehicle miles traveled during peak commuting hours, and a financing plan for the projects and activities that would reduce congestion. The bill would require transit grant recipients that receive a grant of more than \$75 million for a project that will reduce traffic flow for more than 120 days to prepare a congestion mitigation plan that includes funding for projects to reduce vehicle miles traveled during peak commuting hours along the impacted corridor. The bill was referred to the House Transportation and Infrastructure Committee.

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER V Discretionary Grant*</a>	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	<b>\$473 million</b>	06/03/13	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) freight rail transportation projects; and (4) passenger rail projects; and (5) marine port infrastructure investments. The FY 2013 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, 2014. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$9M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	<b>\$9 million</b>	06/25/13	Funds awarded under this program cannot be used to fund emissions reductions mandated under Federal law. Equipment used for testing emissions or for fueling infrastructure is not eligible for funding. Buses, medium or heavy duty trucks, marine engines and locomotives may qualify for funding. Non-road engines or vehicles used in construction, cargo handling (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps) also qualify. Grant funds may be used for clean diesel projects that use: <ul style="list-style-type: none"> <li>• Retrofit technologies that are verified or certified by either <a href="#">EPA</a> or <a href="#">CARB</a></li> <li>• <a href="#">Idle-reduction technologies</a> that are EPA verified</li> <li>• <a href="#">Aerodynamic technologies</a> and <a href="#">low rolling resistance tires</a> that are EPA verified</li> <li>• <a href="#">Early replacement and repower</a> with certified engine configurations (incremental costs only)</li> </ul>		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Innovative Transit Workforce Development Program</a>	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million Authorized under MAP-21	TBD	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposals minimum \$100,000 and maximum \$1,000,000.		
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	Vanessa Williams, Office of Program Management, <a href="mailto:Vanessa.williams@dot.gov">Vanessa.williams@dot.gov</a> , 202-366-4818)	Vehicular Ferries, serving public roads, not on the Interstate system or Passenger Ferries on a fixed route transit ferry eligible under 49 USC 53 that serve as an alternative to an eligible highway route	<b>\$30 million authorized under MAP-21</b>	10/21/13	This is a new transit discretionary grant program authorized under MAP-21. \$30 million per year is set-aside from the Urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.  Eligible projects are capital projects including ferries, terminals, and related infrastructure. Capital projects include, but are not limited to, the purchase, replacement, or rehabilitation of, ferries and terminals and related equipment.		
Smart Growth Implementation Assistance (SGIA) Program	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	<b>\$75,000 per recipient in contractor support</b>	03/01/2013	The program provides technical assistance to help communities grow in ways that improve the local economy, the environment, and people’s health. The program aims to help applicants develop solutions to local challenges, such as managing stormwater, increasing transit-oriented development, and adapting to climate change, and to share those solutions with other communities.  EPA sought applications in the following four categories: 1) Community Resilience to Disasters and Climate Change; 2) Redevelopment for Job Creation; 3) Manufactured and Modular Homes in Sustainable Neighborhood Design ; and 4) Medical and Social Service Facilities Siting.		

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	Requests for Letters of Interest expected Fall 2013	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.		
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

August 28<sup>th</sup>, 2013

The Honorable Lois Wolk  
California State Senate, 3<sup>rd</sup> District  
State Capitol Building, Room 5114  
Sacramento, CA 95814

RE: Support for AB 466 (Quirk-Silva) – CMAQ Funding Formula

Dear Senator Wolk,

On behalf of the Solano Transportation Authority (STA), I urge your **SUPPORT** for **AB 466 (Quirk-Silva)** and respectfully request your **AYE** vote when it is heard on the Senate Floor. AB 466 would require CalTrans to continue allocating federal Congestion Management and Air Quality Improvement Program (CMAQ) funding to California regions pursuant to the current and long standing formula.

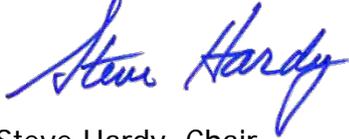
Passing this legislation will provide much needed financial predictability for local transportation agencies. The enactment of the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) resulted in a number of modifications to CMAQ. As a result of those changes, the formula California uses to distribute CMAQ funds is no longer codified in federal law.

In recent years, STA has used CMAQ Funds to support a wide variety of transit and active transportation projects and improvements. In the last funding cycle alone, STA utilized more than \$7 million in CMAQ funds to support projects such as the bike and pedestrian safety improvements for the City of Dixon; ADA access and safety improvements for the Suisun-Fairfield Train Station; and the Georgia Street downtown streetscape project in Vallejo.

AB 466 is necessary to ensure that STA and other transportation programming agencies and transit systems throughout California will be able to continue to rely on the allocation of CMAQ funds for important projects and improvements that benefit our local communities. For these reasons, I urge your **SUPPORT** of **AB 466 (Quirk-Silva)** and respectfully request you **“AYE”** vote when it is heard on the Senate Floor.

Thank you for your consideration and for your continued support of transportation concerns in Solano County.

Sincerely,



Steve Hardy, Chair  
Mayor, City of Vacaville

cc: The Honorable Sharon Quirk-Silva, 65<sup>th</sup> Assembly District  
The Honorable Susan Bonilla, Assembly Member, 14<sup>th</sup> District  
The Honorable Jim Frazier, Assembly Member, 11<sup>th</sup> District  
The Honorable Mariko Yamada, Assembly Member, 4<sup>th</sup> District  
STA Board Members  
Mr. Daryl K. Halls, Executive Director  
Ms. Jayne Bauer, Marketing & Legislative Program Manager  
Joshua W. Shaw, Partner, Shaw/Yoder/Antwih, Inc.  
Bay Area CMA Directors

AMENDED IN SENATE AUGUST 22, 2013  
 AMENDED IN ASSEMBLY MARCH 14, 2013  
 CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

**ASSEMBLY BILL****No. 466**


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**Introduced by Assembly Member Quirk-Silva**

February 19, 2013

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An act to amend Section 182.7 of the Streets and Highways Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

AB 466, as amended, Quirk-Silva. Federal transportation funds.

Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.

This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
 State-mandated local program: no.

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

- 1 SECTION 1. Section 182.7 of the Streets and Highways Code
- 2 is amended to read:

1 182.7. (a) Notwithstanding Sections 182 and 182.5, Sections  
2 188, 188.8, and 825 do not apply to the expenditure of an amount  
3 of federal funds equal to the amount of federal funds apportioned  
4 to the state pursuant to Section 104(b)(4) of Title 23 of the United  
5 States Code. These funds shall be known as the congestion  
6 mitigation and air quality program funds and shall be expended in  
7 accordance with Section 149 of Title 23 of the United States ~~Code.~~  
8 *Code, including the requirements relating to particular matter*  
9 *less than 2.5 micrometers in diameter in subsections (g) and (k)*  
10 *of the section.* The department, the transportation planning  
11 agencies, and the metropolitan planning organizations may do all  
12 things necessary in their jurisdictions to secure and expend those  
13 federal funds in accordance with the intent of federal law and this  
14 chapter.

15 (b) The congestion mitigation and air quality program funds  
16 shall be apportioned by the department to the metropolitan planning  
17 organizations designated pursuant to Section 134 of Title 23 of  
18 the United States Code and, in areas where none has been  
19 designated, to the transportation planning agency established by  
20 Section 29532 or 29532.1 of the Government Code. All funds  
21 apportioned to the state pursuant to Section 104(b)(4) of Title 23  
22 of the United States Code shall be apportioned to metropolitan  
23 planning organizations and transportation planning agencies  
24 responsible for air quality conformity determinations in federally  
25 designated air quality nonattainment and maintenance areas within  
26 the state as follows:

27 (1) The department shall apportion these funds in the ratio that  
28 the weighted nonattainment and maintenance population in each  
29 federally designated area within the state bears to the total of all  
30 weighted nonattainment and maintenance area populations in the  
31 state.

32 (2) Subject to paragraph (3), the weighted nonattainment and  
33 maintenance area population shall be calculated by multiplying  
34 the population of each area in the state that is a nonattainment area  
35 or maintenance area as described in Section 149(b) of Title 23 of  
36 the United States Code for ozone or carbon monoxide by the  
37 following factors:

38 (A) A factor of 1.0, if, at the time of apportionment, the area is  
39 a maintenance area.

1 (B) A factor of 1.0, if, at the time of the apportionment, the area  
2 is classified as a marginal ozone nonattainment area under Subpart  
3 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et  
4 seq.).

5 (C) A factor of 1.1, if, at the time of the apportionment, the area  
6 is classified as a moderate ozone nonattainment area under Subpart  
7 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et  
8 seq.).

9 (D) A factor of 1.2, if, at the time of the apportionment, the area  
10 is classified as a serious ozone nonattainment area under Subpart  
11 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et  
12 seq.).

13 (E) A factor of 1.3, if, at the time of the apportionment, the area  
14 is classified as a severe ozone nonattainment area under Subpart  
15 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et  
16 seq.).

17 (F) A factor of 1.4, if, at the time of the apportionment, the area  
18 is classified as an extreme ozone nonattainment area under Subpart  
19 2 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7511 et  
20 seq.).

21 (G) A factor of 1.0, if, at the time of the apportionment, the area  
22 is not a nonattainment or maintenance area for ozone, but is  
23 classified under Subpart 3 of Part D of Title I of the Clean Air Act  
24 (42 U.S.C. Sec. 7512 et seq.) as a nonattainment area for carbon  
25 monoxide.

26 (H) A factor of 1.0, if, at the time of *the* apportionment, an area  
27 is designated as a nonattainment area for ozone under Subpart 1  
28 of Part D of Title I of the Clean Air Act (42 U.S.C. Sec. 7512 et  
29 seq.).

30 (3) If, in addition to being designated as a nonattainment or  
31 maintenance area for ozone as described in paragraph (2), any  
32 county within the area is also classified under Subpart 3 of Part D  
33 of Title I of the Clean Air Act (42 U.S.C. Sec. 7512 et seq.) as a  
34 nonattainment or maintenance area described in paragraph (2) for  
35 carbon monoxide, the weighted nonattainment or maintenance  
36 area population of the county, as determined under subparagraphs  
37 (A) to (F), inclusive, or subparagraph (H) of paragraph (2), shall  
38 be further multiplied by a factor of 1.2.

1 (4) Funds allocated under this subdivision shall remain available  
2 for three federal fiscal years, including the federal fiscal year  
3 apportioned.

4 (c) Notwithstanding subdivision (b), where county transportation  
5 commissions have been created by Division 12 (commencing with  
6 Section 130000) of the Public Utilities Code, all congestion  
7 mitigation and air quality program funds shall be further  
8 apportioned by the metropolitan planning organization to the  
9 county transportation commission on the basis of relative  
10 population within the federally designated air quality nonattainment  
11 and maintenance areas after first apportioning to the nonattainment  
12 and maintenance areas in the manner and in accordance with the  
13 formula set forth in subdivision (b).

14 In the Monterey Bay region, all congestion mitigation and air  
15 quality ~~improvement~~ program funds shall be further apportioned,  
16 on the basis of relative population, by the metropolitan planning  
17 organization to the regional transportation planning agencies  
18 designated under subdivision (b) of Section 29532 of the  
19 Government Code.

20 (d) The department shall notify each metropolitan planning  
21 organization, transportation planning agency, and county  
22 transportation commission receiving an apportionment under this  
23 section, as soon as possible each year, of the amount of obligational  
24 authority estimated to be available for expenditure from the federal  
25 apportionment. The metropolitan planning organizations,  
26 transportation planning agencies, and county transportation  
27 commissions, in cooperation with the department, congestion  
28 management agencies, cities and counties, and affected transit  
29 operators, shall select and program projects in conformance with  
30 federal law. Each metropolitan planning organization and  
31 transportation planning agency shall, not later than August 1 of  
32 each even-numbered year beginning in 1994, submit its  
33 transportation improvement program prepared pursuant to Section  
34 134 of Title 23 of the United States Code to the department for  
35 incorporation into the state transportation improvement program.

36 (e) Not later than July 1 of each year, the metropolitan planning  
37 organizations and the regional transportation planning agencies  
38 receiving obligational authority under this section, shall notify the  
39 department of the projected amount of obligational authority that  
40 each entity intends to use during the remainder of the current

1 federal fiscal year, including, but not limited to, a list of projects  
2 that will use the obligational authority. Any federal obligational  
3 authority that will not be used shall be redistributed by the  
4 department to other projects in a manner that ensures that the state  
5 will continue to compete for and receive increased obligational  
6 authority during the federal redistribution of obligational authority.  
7 If the department does not have sufficient federal apportionments  
8 to fully use excess obligational authority, the metropolitan planning  
9 organization or transportation planning agency relinquishing  
10 obligational authority shall make sufficient funding available to  
11 the department to fund alternate projects, when practical, within  
12 the geographical areas relinquishing the obligational authority.  
13 Notwithstanding this subdivision, the department shall comply  
14 with subsection (f) of Section 133 of Title 23 of the United States  
15 Code.

16 (f) The department shall be responsible for closely monitoring  
17 the use of federal transportation funds, including congestion  
18 management and air quality *program* funds to assure full and timely  
19 use. The department shall prepare a quarterly report for submission  
20 to the commission regarding the progress in use of all federal  
21 transportation funds. The department shall notify the commission  
22 and the appropriate implementation agency whenever there is a  
23 failure to use federal funds within the three-year apportionment  
24 period established under paragraph (4) of subdivision (b).

25 (g) The department shall provide written notice to implementing  
26 agencies when there is one year remaining within the three-year  
27 apportionment period established under paragraph (4) of  
28 subdivision (b).

29 (h) Within six months of the date of notification required under  
30 subdivision (g), the implementing agency shall provide to the  
31 department a plan to obligate funds that includes, but need not be  
32 limited to, a list of projects and milestones.

33 (i) If the implementing agency has not met the milestones  
34 established in the implementation plan required under subdivision  
35 (h), prior to the end of the three-year apportionment period  
36 established under paragraph (4) of subdivision (b), the commission  
37 shall redirect those funds for use on other transportation projects  
38 in the state.

39 (j) Congestion mitigation and air quality program funds available  
40 under this section exchanged pursuant to Section 182.8 may be

1 loaned to and expended by the department. The department shall  
2 repay from the State Highway Account to the Traffic Congestion  
3 Relief Fund all funds received as federal reimbursements for funds  
4 exchanged under Section 182.8 as they are received from the  
5 Federal Highway Administration, except that those repayments  
6 are not required to be made more frequently than on a quarterly  
7 basis.  
8 (k) Prior to determining the amount for local subvention required  
9 by this section, the department shall first deduct the amount  
10 authorized by the Legislature for increased department oversight  
11 of the federal subvented program.

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AMENDED IN SENATE AUGUST 28, 2013

AMENDED IN SENATE MAY 21, 2013

AMENDED IN SENATE MARCH 19, 2013

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**Senate Constitutional Amendment****No. 4**

**Introduced by Senator Liu**  
**(Coauthor: Senator Pavley)**  
(Coauthor: Assembly Member Bonilla)

December 3, 2012

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

LEGISLATIVE COUNSEL'S DIGEST

SCA 4, as amended, 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, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special

transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a  $\frac{2}{3}$  vote. 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, SENATE, the Senate concurring,~~  
2     ~~ASSEMBLY CONCURRING,~~ That the Legislature of the State of  
3     California at its 2013–14 Regular Session commencing on the  
4     third day of December 2012, two-thirds of the membership of each  
5     house concurring, hereby proposes to the people of the State of  
6     California that the Constitution of the State be amended as follows:  
7     First—That Section 4 of Article XIII A thereof is amended to  
8     read:  
9     Section 4. Except as otherwise provided by Section 2 of Article  
10    XIII C, a city, county, or special district, by a two-thirds vote of  
11    its voters voting on the proposition, may impose a special tax  
12    within that city, county, or special district, except an ad valorem  
13    tax on real property or a transactions tax or sales tax on the sale  
14    of real property within that city, county, or special district.  
15    Second—That Section 2 of Article XIII C thereof is amended  
16    to read:  
17    SEC. 2. Notwithstanding any other provision of this  
18    Constitution:  
19    (a) A tax imposed by any local government is either a general  
20    tax or a special tax. A special district or agency, including a school  
21    district, has no authority to levy a general tax.  
22    (b) A local government shall not impose, extend, or increase  
23    any general tax unless and until that tax is submitted to the  
24    electorate and approved by a majority vote. A general tax is not  
25    deemed to have been increased if it is imposed at a rate not higher  
26    than the maximum rate so approved. The election required by this  
27    subdivision shall be consolidated with a regularly scheduled general  
28    election for members of the governing body of the local  
29    government, except in cases of emergency declared by a unanimous  
30    vote of the governing body.  
31    (c) Any general tax imposed, extended, or increased, without  
32    voter approval, by any local government on or after January 1,

1 1995, and prior to the effective date of this article, may continue  
2 to be imposed only if that general tax is approved by a majority  
3 vote of the voters voting in an election on the issue of the  
4 imposition, which election is held no later than November 6, 1998,  
5 and in compliance with subdivision (b).

6 (d) (1) Except as otherwise provided in paragraph (2), a local  
7 government shall not impose, extend, or increase any special tax  
8 unless and until that tax is submitted to the electorate and approved  
9 by two-thirds of the voters voting on the proposition. A special  
10 tax is not deemed to have been increased if it is imposed at a rate  
11 not higher than the maximum rate so approved.

12 (2) (A) The imposition, extension, or increase of a special tax  
13 by a local government for the purpose of providing funding for  
14 local transportation projects under its jurisdiction, as may otherwise  
15 be authorized by law, requires the approval of 55 percent of the  
16 voters voting on the proposition, if all of the following are met:

17 ~~(A)~~

18 (i) The ballot proposition contains a specific list of programs  
19 and purposes to be funded, and a requirement that tax proceeds be  
20 spent solely for those programs and purposes.

21 (ii) *The ballot proposition requires that at least 50 percent of*  
22 *the tax proceeds be expended by the local government for programs*  
23 *or purposes included in a sustainable communities strategy adopted*  
24 *pursuant to Chapter 2.5 (commencing with Section 65080) of*  
25 *Division 1 of Title 7 of the Government Code or any successor to*  
26 *that chapter, as either of them may be amended, or, in the case of*  
27 *a local government not included within a sustainable communities*  
28 *strategy, for programs or purposes that are authorized by law to*  
29 *be included in such a strategy.*

30 ~~(B)~~

31 (iii) The ballot proposition includes a requirement for annual  
32 independent audit of the amount of tax proceeds collected and  
33 expended and the specified purposes and programs funded.

34 ~~(C)~~

35 (iv) The ballot proposition requires the governing board to create  
36 a citizens' oversight committee to review all expenditures of  
37 proceeds and financial audits and report its findings to the  
38 governing board and the public.

39 (v) *The ballot proposition requires a local government, when*  
40 *expending any of the tax proceeds for an expansion project on the*

1 *state highway system, to dedicate a portion of those proceeds, as*  
2 *determined under statute, for the ongoing maintenance of that*  
3 *expansion project.*

4 ~~(3)~~

5 (B) A special tax for the purpose of providing funding for local  
6 transportation projects is not deemed to have been increased if it  
7 is imposed at a rate not higher than the maximum rate previously  
8 approved in the manner required by law. ~~The~~

9 (C) *The* Legislature shall define local transportation projects  
10 for purposes of this ~~subdivision~~ *paragraph.*

11 ~~(4)~~

12 (D) A local government shall not expend any revenues derived  
13 from a special tax approved by 55 percent of the voters under *this*  
14 ~~paragraph (2)~~ at any time prior to the completion of a statutorily  
15 identified capital project funded, in whole or in part, by revenues  
16 derived from another special tax of the same local government  
17 that was approved by a two-thirds vote under paragraph (1).

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## STA Priority Bill Matrix Digest as of 9/16/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 431</a> <a href="#">Mullin D</a></p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/16/2013)</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <p>This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. This bill contains other existing laws.</p> <p><b>Gutted and Amended on 9/12/2013 to topic unrelated to STA concerns.</b></p>	<p><del>Oppose</del> 5/8/13</p>
<p><a href="#">AB 466</a> <a href="#">Quirk-Silva D</a></p> <p>Federal transportation funds.</p>	<p>ASSEMBLY 9/6/2013 – Senate amendments concurred in. To Engrossing and Enrolling..</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified.</p> <p><b>Last Amended on 8/29/2013</b></p> <p><b>The amendments taken on this bill were technical and non-substantive in nature.</b></p>	<p>Support 9/11/13</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 574</a> <a href="#">Lowenthal D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable community's projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. This bill contains other existing laws. <b>Last Amended on 4/15/2013</b></p>	<p>Support 5/8/13</p>
<p><a href="#">AB 935</a> <a href="#">Frazier D</a></p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. &amp; H. on 5/23/2013)</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined. This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/2013</b></p>	<p>Support 3/13/13</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 33</a> <a href="#">Wolk D</a></p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY THIRD READING 9/11/2013 – Ordered to inactive file on request of Assembly Member Atkins</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 8/26/2013</b></p> <p><b>The amendments would prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency has received a finding of completion and makes a clarifying definition of “net available revenue”</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 556</a> <a href="#">Corbett D</a></p> <p>Agency: ostensible: nongovernmental entities.</p>	<p>ASSEMBLY THIRD READING 9/11/2013 – Ordered to inactive file on request of Assembly Member Atkins</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer. This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services for a public entity from displaying on a vehicle or uniform a seal, emblem, insignia, trade, brand name, or any other term, symbol, or content that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</p> <p><b>Last Amended on 9/4/2013</b></p> <p><b>-The amendments remove the specific “non-government employee” language from the disclosure requirement, but still require non-government agencies to include a disclosure (company name, logo, tax ID, and “service provided by” statement or similar statement) on their vehicles and uniforms if the vehicle and uniform look like that of the public agency.</b></p> <p><b>-The amendments include reference to vehicle code section 27900, which already includes certain disclosure requirements for passenger vehicles. According to the amendments, it seems that this requirement would suffice as a disclosure requirement for vehicles subject to that code section.</b></p> <p><b>-With the amendments, the bill would exclude tow truck drivers and freeway service patrols (the amendments reference article 3.3 of the vehicle code).</b></p> <p><b>-The amendments KEEP the definition of “conspicuous” for the disclosure requirement, meaning the disclosure is required to be as “at least the same size as and located close to the logo referring to the public agency.”</b></p> <p><b>- Amended to limit the scope of the requirement to <u>public health or safety</u> service providers.</b></p>	<p>Monitor 9/11/13</p>
<p><a href="#">SB 791</a> <a href="#">Wyland R</a></p> <p>Motor vehicle fuel tax: rate adjustment.</p>	<p>SENATE T. &amp; H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral. This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. <b>Last Amended on 4/4/2013</b></p>	<p>Oppose 5/8/13</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 4</a> <a href="#">Liu D</a>  Local government transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except 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, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote.</p> <p><b>Recent amendments would require that 50% of the tax proceeds be expended by the local government for programs or purposes included in a sustainable communities strategy. Recent amendments also would require the local government, when expending the tax proceeds for an expansion project on the state highway system, to dedicate a portion of those proceeds, as determined under statute, for the ongoing maintenance of that expansion project.</b></p> <p><b>Last Amended on 8/28/2013</b></p>	Support 2/13/13
<a href="#">SCA 8</a> <a href="#">Corbett D</a>  Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except 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, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.</p> <p><b>Last Amended on 5/21/2013</b></p>	Support 2/3/13

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DATE: September 16, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing & Legislative Program Manager  
RE: Status of Marketing Plan for SolanoExpress and SNCI Program

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**Background:**

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

**SolanoExpress:**

With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services. STA staff has worked 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 were 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 was 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:**

Moore Iacafano Goltsman, Inc. (MIG), is the consultant under contract to execute the marketing campaign for SolanoExpress. A SolanoExpress Marketing Project Team consisting of Jayne Bauer and Liz Niedziela of STA, Wayne Lewis of FAST, and Ward Stewart (initially Philip Kamhi) of SolTrans was formed to guide the effort. The Team has coordinated the activities with MIG and brought updates to Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board was formed to review and approve the marketing plan. Presentations have been 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.

Additional work originally scoped out for FY 2013-14 is being conducted at the current time. Services include design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website. An updated table of all the elements completed and in progress (Attachment B) is included for your information. Attachment E shows examples of the media elements that are in progress.

**SNCI:**

Moore Iacafano Goltsman, Inc. (MIG), is the consultant under contract to execute the marketing campaign for Solano Napa Commuter Information. Jayne Bauer and Judy Leaks of STA have coordinated the activities with MIG and brought updates to 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 created and conducted a survey to gather current data. The STA Executive Committee provided input for the creation of survey content, and reviewed and approved the marketing strategy. The marketing action plan was submitted to and approved by the STA Board. Now that the work of the consultant is complete, the Board will determine at a later date 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).

Additional evaluation of the SNCI logo (paid for under the FY 2012-13 contract) is currently being conducted by MIG, with proposals to be given to staff this fall. An updated table of all the elements completed and in progress is included for your information (Attachment D).

**Fiscal Impact:**

SolanoExpress Marketing is funded through Regional Measure 2 (RM2) (\$131,600) and State Transit Assistance Fund (STAF) (\$28,400). The contract was amended in July to provide an extra \$60,000 of STAF and RM 2 funds already dedicated to these purposes, for additional marketing work as outlined above, and extended the contract date to June 30, 2014.

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. SolanoExpress Marketing Elements Update
- C. Solano Napa Commuter Information (SNCI) Marketing Scope of Work for FY 2012-13
- D. Solano Napa Commuter Information (SNCI) Marketing Elements Update
- E. SolanoExpress Marketing Elements

## **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

## SolanoExpress Marketing Campaign Elements

**I. Online**

- Google Ad Network
  - Various banner ad sizes
  - Geographically targeted to Solano County
  - Campaign run: Week of September 2–Week of October 7
  - 1,020,000 estimated impressions
- Facebook
  - 155x155 banner image with clickable link
  - Geographically targeted to Solano County
  - Campaign run: Week of September 2–Week of October 7
  - 2,040,000 estimated impressions
- Pandora
  - 500x500 banner ad with 30-second audio
  - Geographically targeted to Solano County
  - Campaign run: Week of September 2–Week of September 23
  - 1,194,000 estimated impressions
- Bay Area Newsgroup Online
  - Run of network, including The Reporter.com, Times Herald.com, Yahoo.com
  - Geographically targeted to Solano County
  - Campaign run: Week of September 2–Week of September 23
  - 350,500 estimated impressions

**II. Radio**

- KUIC
  - :60 spot
  - 228 total spots
  - Campaign run: Week of September 2–Week of October 7
  - 430,200 estimated impressions

**III. Print**

- *Benicia Herald*
  - ¼ page full-color ad
  - Placement in Sunday edition
  - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vacaville Reporter*
  - ¼ page full-color ad
  - Placement in Sunday edition
  - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vallejo Times Herald*
  - ¼ page full-color ad
  - Placement in Sunday edition
  - Campaign run: 9/8, 9/15, 9/22, 9/29
- *UC Davis Aggie*

- Campaign geared toward UC Davis students, faculty and staff
- ¼ page full-color ad
- Placement in Thursday edition of weekly paper
- Campaign to begin after start of academic year (9/24)
- Campaign run: 9/26, 10/3, 10/10, 10/17
- Direct Mail Incentive
  - Postcard mailed to approx. 12,000 households in target neighborhoods
  - Free ride voucher received after user registers online
  - Incentive registration and tracking database in production
  - Incentive mailing to drop early October
- Bus Tails
  - 23" x 23" displays mounted on back of FAST and SolTrans Express buses.
  - To be printed: Week of September 9
  - Currently coordinating with FAST and SolTrans on installation by end of September

## Additional Elements (not related to Marketing Campaign)

- I. Bus Schedules and Frames**
  - Template design completed, template provided to operators
  - Frame sizes to be confirmed by FAST and SolTrans (Week of Sept. 9)
- II. Transit Connections Brochure**
  - STA compiling final edits to map
  - MIG to finalize content, prepare files for printing
  - To printer by week of September 15
- III. Bus Shelter Posters**
  - Poster design to incorporate final map from TC Brochure (above)
- IV. Bus Decals**
  - Decals for application to FAST buses
- V. Art Poster**
  - Poster elements confirmed by STA
  - Artist to provide base map, illustration of elements and color study
- VI. Redesigned Web Site**
  - MIG developing wireframes showing proposed content reorganization and reformatting to "responsive design" solution (i.e., an interface that allows the site to be viewed on multiple devices)
  - MIG developing improved mapping interface to allow users to access more detailed route information
  - Proposed wireframes and map interface to be presented for internal review week of September 15

## VII. Promotional Items

- STA to identify specific items to be developed

ATTACHMENT C

# 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

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## SNCI Market Research

### **I. Commuter Survey (completed)**

- Telephone survey designed and managed by MIG and EMC Research
- 401 respondents
- Conducted February 25–March 3, 2013
- Toplines presented in early March, 2013
- Presentation of Opinion Research delivered late March, 2013

### **II. Employer Survey (completed)**

- Online survey designed by MIG and distributed by SNCI staff
- 20 respondents
- Conducted May, 2013
- Summary provided in draft Marketing Strategy and Action plan and again in September, 2013

### **III. Marketing Strategy and Action Plan**

- Draft submitted June, 2013
- Summary of market research
- Identifies primary audiences, message themes
- Phased marketing strategy:
  - Program brand
  - Program website, social media
  - Employer outreach
  - Commuter marketing campaigns

### **IV. Revised Program Logo**

- Internal brand survey/questionnaire to be distributed Fall 2013
- Logo concepts to be developed after review of internal survey

Why don't you ride?

Solano Express

SolanoExpress.com | 1-800-535-6883



# SOLANOEXPRESS MARKETING

✘ September – October, 2013

- + Online
- + Direct Mail
- + Radio
- + Bus Tails
- + Print
- + Schedule Frames
- + Schedule Frames
- + Transit Connections Brochure
- + Bus Shelter Posters
- + Promotional Items
- + Redesigned Website (early 2014)



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DATE: September 24, 2013  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
Anthony Adams, Transit Mobility Coordinator  
RE: Countywide In-Person ADA Eligibility Program Update and Update of  
Mobility Management Grant Funding

---

**Background:**

Since July 2012, STA has been working with consultants, the Solano Transit Operators, the Senior and People with Disabilities Advisory Committee and Paratransit Coordinating Council to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities, but staff will only be discussing the first element in the update:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

**Discussion:**

***Countywide In-Person ADA Eligibility Program Update***

Between August 1st and August 31st, the Call Center scheduled 174 appointments, an increase of 37% from the month of July. On average, the Call Center scheduled 5.5 appointments per day with a minimum of 1 appointment and a maximum of 21 appointments in one day. Of the 174 scheduled appointments, 42 (24%) either canceled or were a “no show.” This rate is slightly higher than last month and higher than the 20% national average. CARE Evaluators, STA and the affected operators (FAST and SolTrans) are working to reduce the number of no-shows.

Due to the success of the public awareness of this program, the demand for ADA eligibility has been much higher than expected. The unanticipated demand has led to longer wait times for some applicants in the SolTrans and FAST areas, which had the longest wait up to 31 days. As a result, CARE has added more assessment dates to the FAST and SolTrans service areas in order to reduce the waiting for assessments time. This issue will continue to be monitored.

See attachment A for a graphical representation of the August 2013 - ADA In Person ADA Eligibility Report including countywide and individual operator comparisons.

***Mobility Management Program Funding Update***

Solano County was highly successful in receiving grant funding from Caltrans' Job Access Reverse Commute (JARC) and New Freedom programs (Attachment B). All of the applicants from Solano County that applied received funding from one of these programs. Solano County received a total of \$756,875 in JARC and New Freedom Funding for these programs. The Solano County Mobility Management Program received funding from JARC and New Freedom that will help fund the Call Center, Travel Training, Website, and Outreach while providing some sustainability in the next few years as shown in Attachment C.

**Recommendation:**

Informational.

Attachments:

- A. Countywide In-Person ADA Eligibility: August 2013 progress report
- B. Solano County JARC and New Freedom Awards
- C. Solano Mobility Management Budget

## Countywide In-Person ADA Eligibility Program August 2013 Progress Report

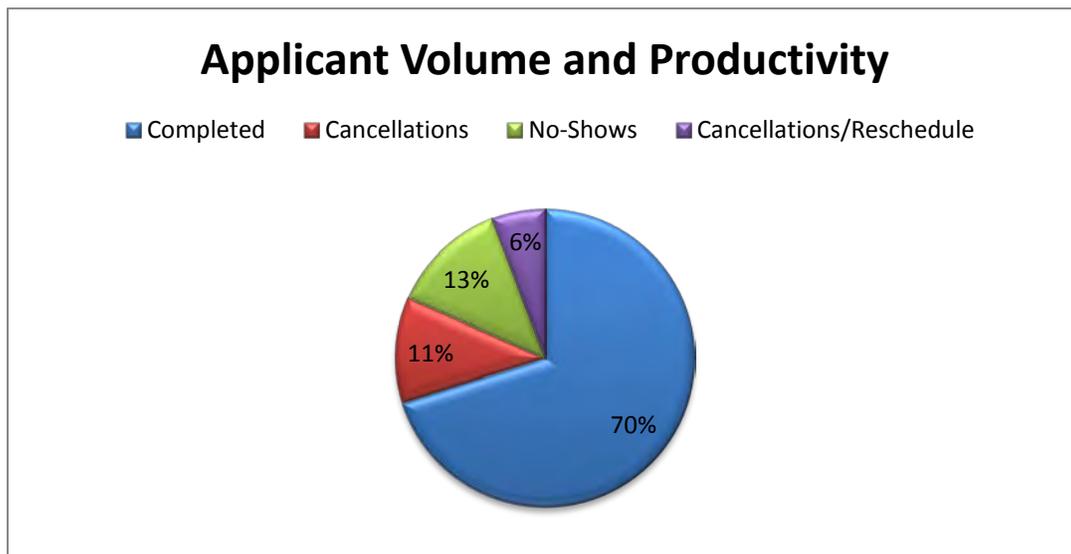
**Appointment Volume:** Between August 1st and August 31st, the Call Center scheduled 174 appointments. On average the Call Center scheduled 5.5 appointments per day with a minimum of 1 appointment and a maximum of 21 appointments in one day.

**New versus re-certification:** Sixty-three percent were new applicants and 37% were applicants seeking recertification.

**Applicant Volume and Productivity:** Of the 174 scheduled appointments, 122 (70%) of the applicants appeared for their in-person assessment, 22 (13%) applicants were a no show, and 20 (11%) were cancellations, ten (6%) scheduled appointments which were cancelled, but rescheduled for a later date. Totalling cancellations and no-shows provides an incompleteness rate of 26%, which is higher than last month, and higher than the 20% national standard for in-person ADA certification assessments incompleteness rate. CARE Evaluators, STA and the affected operators (FAST and SolTrans) are working to reduce the number of no-shows.

### Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Completed</b>	<b>122</b>	4	44	2	48	24
<b>Cancellations</b>	<b>20</b>	0	5	0	10	5
<b>No-Shows</b>	<b>22</b>	2	3	0	11	6
<b>Cancellations/Reschedule</b>	<b>10</b>	0	4	0	4	2
<b>Incompletion Rate</b>	<b>26%</b>	<b>33%</b>	<b>15%</b>	<b>0%</b>	<b>30%</b>	<b>31%</b>



**Eligibility determinations:** Of the 122 assessments that took place in the month of August, 100 (82%) were given unrestricted eligibility, 2 (2%) were denied, 0 (0%) were given trip-by-trip eligibility, 12 (10%) were given conditional eligibility, and 8 (7%) were given temporary eligibility.

<b>Eligibility Results by Service Area</b>						
	<b>Countywide</b>	<b>Dixon Read-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Unrestricted</b>	<b>100</b>	3	34	2	40	21
<b>Conditional</b>	<b>12</b>	1	5	0	4	2
<b>Trip-by-trip</b>	<b>0</b>	0	0	0	0	0
<b>Temporary</b>	<b>8</b>	0	3	0	4	1
<b>Denied</b>	<b>2</b>	0	2	0	0	0

The only two denials from all 122 completed applications came from the recertification category.

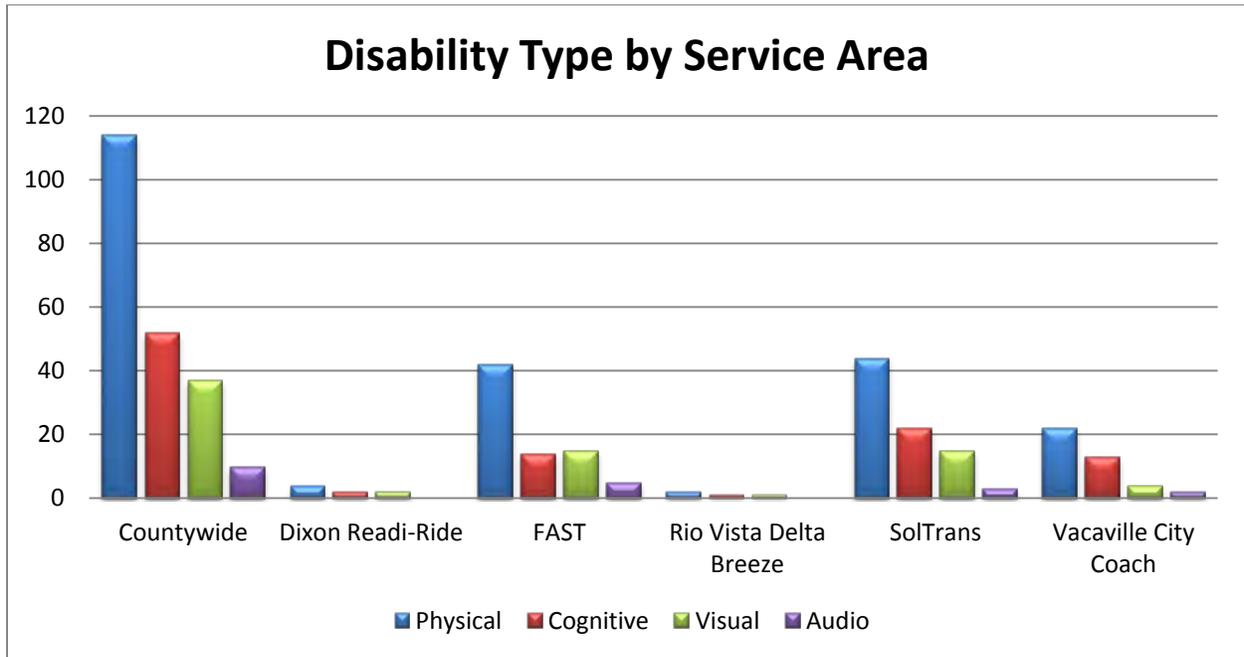
<b>Countywide Eligibility Results by Application Type</b>						
<b>NEW</b>		<b>Percentage</b>		<b>RECERTIFICATION</b>		<b>Percentage</b>
<b>Unrestricted</b>	64	83%		<b>Unrestricted</b>	36	80%
<b>Conditional</b>	8	10%		<b>Conditional</b>	4	9%
<b>Trip-by-trip</b>	0	0%		<b>Trip-by-trip</b>	0	0%
<b>Temporary</b>	5	6%		<b>Temporary</b>	3	7%
<b>Denied</b>	0	0%		<b>Denied</b>	2	4%
<b>TOTAL</b>	<b>77</b>	<b>63%</b>		<b>TOTAL</b>	<b>45</b>	<b>37%</b>

**Impact on paratransit:** As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. Nearly half of the applicants (45%) provided their own transportation to the assessment site in August.

<b>Transportation to and from In-Person Assessment</b>						
	<b>Countywide</b>	<b>Dixon Read-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Own Transportation</b>	<b>55</b>	0	22	2	20	11
<b>Complementary Paratransit</b>	<b>67</b>	4	22	0	28	13

**Type of Disability:** Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (53%) followed by a cognitive disability (19%) and visual disability (17%). This pattern was true in every service area except FAST where a visual disability was the second most commonly reported disability. An auditory disability was the least commonly reported disability, with only (5%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Physical</b>	<b>114</b>	4	42	2	44	22
<b>Cognitive</b>	<b>52</b>	2	14	1	22	13
<b>Visual</b>	<b>37</b>	2	15	1	15	4
<b>Audio</b>	<b>10</b>	0	5	0	3	2



**Time to scheduled assessment:** On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment is approximately eight days. The longest amount of time clients had to wait for an appointment in August was 31 days. As a result, CARE has added more assessment dates to the FAST and SolTrans service area in order to reduce the waiting time. The goal is for clients to receive an appointment within 2-3 weeks of their phone call.

In reviewing future appointments in September and October, C.A.R.E. Evaluators are able to schedule clients in Dixon, Rio Vista, Suisun City and Vacaville for an in-person assessment in their service area within 2 weeks, and Benicia and Fairfield residents are able to schedule appointments within 3 weeks of their initial call to C.A.R.E. It is anticipated that the wait time for FAST passengers will drop to 2 weeks with the addition of 2 assessment dates in Suisun City. However, there still appears to be an issue with Vallejo residents experiencing extended wait times. STA staff is scheduling a meeting with C.A.R.E. evaluators and Soltrans to resolve this issue.

<b>Time (Days) from Scheduling to Appointment</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Average for Period</b>	8	2	9	8	9	5
<b>Longest</b>	31	4	28	8	31	14

**Time to receipt of eligibility determination letter:** On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter was 13 days, improved from 16 days in July. The ADA requirement is 21 days.



# Solano County Job Access Reverse Commute (JARC) and New Freedom Tentative Awards January 2014



Applicant	Award	Description	Amount
Faith In Action	New Freedom	Operating Assistance – Volunteer Driver Program	\$102,675
Solano County	New Freedom	Intercity Taxi Scrip Program	\$100,000
SolTrans	JARC	Operating Assistance- Service to SCC in Vallejo	\$200,000
STA	New Freedom	Mobility Management	\$175,000
STA	JARC	Mobility Management	\$179,200
<b>Total</b>			<b>\$756,875</b>



# Statewide Competitive Process

## Solano County Percentage of Available Funding

	New Freedom	JARC
Solano County Award	\$ 377,675	\$ 379,200
Available Small Urban	\$ 1,624,193	\$ 3,201,052
<b>Solano County %</b>	<b>23%</b>	<b>12%</b>



## MOBILITY MANAGEMENT BUDGET

## REVENUE

Year	JARC	New Freedom	OBAG	STAF	STAF Paratransit	Unfunded	Total
2011-12					\$ 100,534		\$ 100,534
2012-13	\$ 250,000			\$ 100,000	\$ 289,343		\$ 639,343
2013-14	\$ 179,200	\$ 175,000		\$ 153,129	\$ 129,194		\$ 636,523
2014-15			\$ 125,000				\$ 125,000
2015-16			\$ 125,000				\$ 125,000
<b>Spent</b>	<b>\$ (75,519)</b>						<b>\$ (75,519)</b>
<b>Revenue</b>	<b>\$ 353,681</b>	<b>\$ 175,000</b>	<b>\$ 250,000</b>	<b>\$ 253,129</b>	<b>\$ 519,071</b>	<b>\$ -</b>	<b>\$ 1,550,881</b>
<b>Total Cost</b>	<b>\$ 353,681</b>	<b>\$ 175,000</b>	<b>\$ 250,000</b>	<b>\$ 253,129</b>	<b>\$ 519,071</b>	<b>\$ 294,929</b>	<b>\$ 1,845,810</b>
<b>Difference</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (294,929)</b>	<b>\$ (294,929)</b>

## EXPENITURES

## ADA In-Person Eligibility

Year	JARC	New Freedom	OBAG	STAF	STAF Paratransit	Unfunded	Total
2013-14	\$ -	\$ -	\$ -	\$ -	\$ 145,000		\$ 145,000
2014-15	\$ -	\$ -	\$ -	\$ -	\$ 145,000		\$ 145,000
2015-16	\$ -	\$ -	\$ -	\$ -		\$ 150,000	\$ 150,000
<b>Cost</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 290,000</b>	<b>\$ 150,000</b>	<b>\$ 440,000</b>

## Travel Training

Year	JARC	New Freedom	OBAG	STAF	STAF Paratransit	Unfunded	Total
*2013	\$ 75,792						\$ 139,481
	\$ 63,689						
*2014	\$ 135,760	\$ 40,000		\$ 33,940			\$ 271,700
	\$ 41,600	\$ 10,000		\$ 10,400			
2015			\$ 125,000	\$ 46,250	\$ 95,071	\$ 9,929	\$ 276,250
2016			\$ 125,000	\$ 16,250		\$ 135,000	\$ 276,250
<b>Cost</b>	<b>\$ 316,841</b>	<b>\$ 50,000</b>	<b>\$ 250,000</b>	<b>\$ 106,840</b>	<b>\$ 95,071</b>	<b>\$ 144,929</b>	<b>\$ 963,681</b>

\* Cost separated by travel training(1st line) and brochures (2nd line)

## Website

Year	JARC	New Freedom	OBAG	STAF	STAF Paratransit	Unfunded	Total
2013	\$ 35,000						\$ 35,000
2014	\$ 1,840	\$ 1,695		\$ 460	\$ 7,000		\$ 10,995
2015				\$ 5,829	\$ 7,000		\$ 12,829
2016					\$ 13,000		\$ 13,000
<b>Cost</b>	<b>\$ 36,840</b>	<b>\$ 1,695</b>	<b>\$ -</b>	<b>\$ 6,289</b>	<b>\$ 14,000</b>		<b>\$ 58,824</b>

## Call Center

Year	JARC	New Freedom	OBAG	STAF	STAF Paratransit	Unfunded	Total
2014		\$ 123,305					\$ 123,305
2015			\$ -	\$ 70,000	\$ 60,000		\$ 130,000
2016				\$ 70,000	\$ 60,000		\$ 130,000
<b>Cost</b>	<b>\$ -</b>	<b>\$ 123,305</b>	<b>\$ -</b>	<b>\$ 140,000</b>	<b>\$ 120,000</b>		<b>\$ 383,305</b>

<b>Total Cost</b>	<b>\$ 353,681</b>	<b>\$ 175,000</b>	<b>\$ 250,000</b>	<b>\$ 253,129</b>	<b>\$ 519,071</b>	<b>\$ 294,929</b>	<b>\$ 1,845,810</b>
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DATE: September 17, 2013  
TO: STA TAC  
FROM: Judy Leaks, SNCI Program Manager  
RE: Commuter Benefits Program - Senate Bill 1339

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**Background:**

Motor vehicles are the largest source of greenhouse gases and other air pollutants in the San Francisco Bay Area. Reducing the growth in vehicle miles traveled is necessary to achieve the State's bold climate protection targets set by AB 32 and SB 375, and to reduce other air pollutants that adversely impact public health. The Bay Area Commuter Benefits Program would assist the Bay Area in achieving these targets and goals.

Senate Bill 1339, signed into law in fall 2012, authorizes the Bay Area Air Quality Management District (Air District) and Metropolitan Transportation Commission (MTC) to adopt and implement a regional ordinance, known as the Bay Area Commuter Benefits Program (Program). The Program would require employers with 50 or more full-time employees in the Bay Area to select one of the following four commuter benefit options to offer to their employees:

- The option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law;
- A transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- A low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or
- An alternative method that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions).

Building on the success of similar programs adopted in the cities of San Francisco, Berkeley and Richmond, as well as the San Francisco International Airport, the Bay Area Commuter Benefits Program facilitates a regional approach to encourage the use of sustainable commute modes, such as public transit, ridesharing, bicycling and walking, in the effort to reduce greenhouse gas emissions from the transportation sector, reducing traffic congestion and improving air quality.

In Bay Area cities where these programs are already in place, most employers have chosen the pre-tax option, which can provide economic benefits to both employers and employees through tax savings. While this is a good option in transit-rich areas, it does not translate well in less urban areas. Therefore, STA's Solano Napa Commuter Information (SNCI) staff has been working with the BAAQMD and MTC staff to further develop the fourth option to address the needs of employers that are located in areas that are not as comprehensively served by transit, have limited financial resources, and/or operate a business that does not lend itself to telecommuting.

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 Commuter Benefits Program, but YSAQMD staff has expressed interest in adopting a similar program 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.

**Discussion:**

Many Solano County employers actively take part in programs that encourage the use of commute alternatives through the SNCI program. Currently, forty-one (41) employers are participating in the 2013 Solano Commute Challenge and sixty-six (66) employers are registered in the STA's Emergency Ride Home program. Carpooling is often the primary option for their employees. There are an estimated 111 Solano employers with 50 or more employees in the implementation area (and 40 more 50 plus employers in the YSAQMD area) that currently receive support and outreach from STA's Solano Napa Commuter Information (SNCI) program.

The Air District and the MTC are currently developing plans for adopting and implementing the Program, and will conduct public workshops to present, discuss and receive comments on the Program (Draft Regulation 14, Rule 1: the Bay Area Commuter Benefits Program). The Solano County Workshop will take place on Wednesday, October 9, from 2:00pm to 4:00pm at the Fairfield Community Center, Lakeside Suite A, 1000 Kentucky Street in Fairfield. Invitations will be sent to all Solano employers with 50 or more employees located within the boundaries of the BAAQMD. SNCI staff will send additional information to current employer clients within that category, as well as work closely with the Solano Economic Development Corporation (Solano EDC) to spread the word throughout the employer community.

STA staff is viewing Commuter Benefits Program 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: September 17, 2013  
 TO: STA TAC  
 FROM: Sara Woo, Associate Planner  
 RE: Summary of Other Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
5.	Safe Routes to Transit (SR2T)	<b>Approximately \$4.3 million available</b>	Due September 30, 2013
6.	Goods Movement Emission Reduction Program	<b>Up to \$50,000</b> Class 6, 7, and 8 trucks.	Due October 10, 2013
<b>Federal</b>			
7.	N/A	N/A	N/A

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/agip/cvrp.htm">http://www.arb.ca.gov/mspr/og/agip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>Good Movement Emission Reduction Program*</b>	BAAQMD staff (415) 749-4994 <a href="mailto:grants@baaqmd.gov">grants@baaqmd.gov</a>	Applications Accepted between August 26, 2013 and October 10, 2013	Up to \$50,000 for Class 6, 7, and 8 trucks.	The program purpose is to reduce emissions from the diesel engines in trucks, locomotives, ships, harbor craft, and cargo handling equipment that contribute to local, regional, and global air pollution. The diesel pollution from goods movement/freight transport operations greatly impacts the health of community residents near ports, railyards, distribution centers, and roads with high truck traffic. Diesel emissions are also a major cause of the high regional ozone and fine particle levels that harm millions of Californians today.	N/A	Eligible Projects: Purchase of low-emission trucks for Class 6, 7, and 8. <a href="http://www.baagmd.gov/?scitemid=42BEECC2-F011-42B3-A336-399CF8DB4DDD">http://www.baagmd.gov/?scitemid=42BEECC2-F011-42B3-A336-399CF8DB4DDD</a>
<b>State Grants</b>						
Safe Routes to Transit (SR2T)*	Clarrissa Cabansagan TransForm (510) 740-3150 x333 <a href="mailto:ccabansagan@TransFormCA.org">ccabansagan@TransFormCA.org</a>	Application Due to Caltrans: September 30, 2013	Approx. <b>\$4.3 M</b>	The purpose of the Safe Routes to Transit Program intends to reduce congestion on Bay Area bridge corridors by improving access and safety for bicyclists and pedestrians to and from regional transit stations.  <a href="http://www.transformca.org/programs/safe-routes-transit-2013-applications">http://www.transformca.org/programs/safe-routes-transit-2013-applications</a>	N/A	Eligible Projects: Capital and planning projects are eligible, but operations and maintenance projects are not. To be eligible, a project must facilitate walking or bicycling to existing transit services, hereby increasing ridership on a regional transit system. Please see the FAQs for a detailed statement about eligibility. <a href="http://www.transformca.org/campaign/sr2t">http://www.transformca.org/campaign/sr2t</a>
<b>Federal Grants</b>						
N/A						

\*New Funding Opportunity

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



**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, September 11, 2013**

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TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masclat, STA Clerk of the Board  
RE: Summary of Actions of the September 11, 2013 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of September 11, 2013. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Steve Hardy, Chair	City of Vacaville
Osby Davis, Vice-Chair	City of Vallejo
Jack Batchelor	City of Dixon
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City
Erin Hannigan (Alternate)	County of Solano

**BOARD MEMBERS ABSENT:**

Jim Spering	County of Solano
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**ACTION – FINANCIAL ITEMS**

**A. Rail Facilities Plan Update**

Recommendation:

Approve the following:

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$41,500; and
4. Additional Task 3.2 and Task 4.2 in the Scope of Work as shown in Attachment A.

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

**B. Priority Conservation Area (PCA) Assessment and Implementation Plan and Stakeholders Committee**

Recommendation:

Approve the following:

1. The Stakeholders Working Group Participants List for the Solano County PCA Assessment and Implementation Plan as shown in Attachment A;
2. Authorize the Executive Director to issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

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

**ACTION – NON-FINANCIAL ITEMS**

**A. Coordinated Short Range Transit Plan and Solano Intercity Performance Benchmarks**

Recommendation:

1. Approve the Solano Intercity Performance Benchmarks as shown in Attachment A; and
2. Adopt STA Resolution No. 2013-24 approving the Solano County Coordinated Short Range Transit Plan as shown in Attachment B.

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

**CONSENT CALENDARS**

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through T.

**A. Minutes of the STA Board Meeting of July 10, 2013**

Recommendation:

Approve STA Board Meeting Minutes of July 10, 2013.

**B. Draft Minutes of the TAC Meeting of August 28, 2013**

Recommendation:

Approve Draft TAC Meeting Minutes of August 28, 2013.

**C. Fiscal Year (FY) 2013-14 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans**

Recommendation:

Approve the following:

1. STA's ICAP Rate Application for FY 2013-14; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

- D. STA Personnel and Human Resources Consulting Services – Joy Apilado – Contract Amendment**  
Recommendation:  
 Authorize the Executive Director to amend the agreement with Joy Apilado for the provision of Human Resource Services for a two year period, with the option for a two year extension, for a not-to-exceed two year contract amount of \$30,000.
- E. Paratransit Coordinating Council (PCC) Membership Status and Appointment**  
Recommendation:  
 Appoint Curtis Cole to the Paratransit Coordinating Council for a three (3) year term as a Public Agency representative.
- F. Solano Pedestrian Advisory Committee (PAC) Member Appointment**  
Recommendation:  
 Appoint Kevin McNamara representing City of Rio Vista to the PAC for a three-year term.
- G. Appointments to Comprehensive Transportation Plan (CTP) Committees**  
Recommendation:  
 Appoint the following individuals to the STA CTP Committees as indicated in Attachment A:
- H. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**  
Recommendation:  
 Approve the following projects and amounts for the FY 2013-14 Solano TFCA Program Manager Funds:
1. Solano Community College Student Bus Voucher Program (\$42,000);
  2. Safe Routes to School (SR2S) High School Trip Reduction Pilot (\$24,981); and
  3. Suisun City Electric Charging Station (\$2,000).
- I. Planning for Priority Development Areas (PDAs) and PDA Growth and Investment Strategy Update Using OneBayArea Grant (OBAG) Funding**  
Recommendation:  
 Approve the STA Resolution No. 2013-23 for \$586,000 for the Planning Support for Priority Development Areas Program, PDA Growth and Investment Strategy Update, and PCA Assessment Plan.
- J. STA Transit Ambassador Program OneBayArea Grant (OBAG) Funding**  
Recommendation:  
 Approve STA Resolution No. 2013-22 for \$250,000 for the Transit Ambassador Program.
- K. Coordinated Short Range Transit Plan (SRTP)/Transit Corridor – Contract Amendment - Arup**  
Recommendation:  
 Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$62,500 to cover the additional cost associated with the Coordinated SRTP and the Transit Corridor Study.

**L. Transit Planning Project Management - Contract Amendment – Nancy Whelan Consulting (NWC)**

Recommendation:

Authorize the Executive Director to execute a contract amendment with Nancy Whelan Consulting for an amount not-to-exceed \$70,000 to cover FY 2013-14 services related to Transit Finance and Management and Coordination Implementation.

**M. OneBayArea Grant (OBAG) Programming for Safe Routes to School (SR2S) Projects**

Recommendation:

Approve the programming of \$744,702 of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in Attachment C.

**N. I Priority Development Area (PDA) Planning**

Recommendation:

Authorize the Executive Director to execute agreements with the cities of Benicia, Dixon, Fairfield, Rio Vista and Suisun City for the expenditure of PDA planning funds in the following amounts:

1. \$163,000 to City of Suisun City for the Downtown Waterfront Specific Plan;
2. \$850,000 to City of Fairfield for the Downtown and West Texas Street PDA;
3. \$250,000 to City of Benicia for the Benicia Industrial Park Transportation Plan;
4. \$75,000 to the City of Dixon for a Downtown Specific Plan; and
5. \$161,000 to the City of Rio Vista for a Downtown Specific Plan

**O. STA Regional Transportation Impact Fee (RTIF) – Contract Amendment – Economic Planning Systems (EPS)**

Recommendation:

Authorize the STA Executive Director to amend EPS and Fehr and Peers agreement to include the additional scope of work outlined in Attachment B for an amount not to exceed \$28,500.

**P. Solano County’s MAPS Pilot Program - Contract Amendment**

Recommendation:

Authorize the Executive Director to amend the STA’s and County’s MAPS Pilot Program’s current contract agreement to be extended to December 30, 2014.

**Q. I-80 Eastbound Cordelia Truck Scales Project – Allocation Transfer**

Recommendation:

Approve the attached STA Resolution No. 2013-25 request that Metropolitan Transportation Commission (MTC) transfer \$360,200 in Regional Measure 2 or AB1171 funds from the Design Phase to the Construction Phase for the I-80 EB Truck Scales Relocation Project

**R. I-80/I-680/State Route (SR) R12 Interchange Project – Allocation Request**

Recommendation:

Approve the attached STA Resolution No. 2013-26 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2,469,088 in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR12 Interchange Project - ICP for right-of-way phase.

**S. Redwood Parkway – Fairgrounds Drive Improvement Project - Contract Amendment HQE, Inc.**

Recommendation:

Authorize the Executive Director to amend the contract with HQE, Inc. for an amount not-to-exceed \$30,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.

**T. Mobility Management Plan Update**

Recommendation:

Approve the following:

1. The Scope of Work for the development of a Mobility Management Website as specified in Attachment C; and
2. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into an agreement for Mobility Management Website Development Services for an amount not-to-exceed \$35,000.

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

**REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

Bay Area Freight Study Presentation, presented by MTC's Carolyn Clevenger

**REPORT FROM CALTRANS**

None presented.

**REPORT FROM STA**

- A. Local Preference Policy presented by Judy Kowalsky
- B. Directors Report
  1. Planning
  2. Projects
  3. Transit/Rideshare

**INFORMATIONAL**

- A. **STA's Local Preference Policy FY 2012-13 Year-End Report**
- B. **STA Alternative Fuel and Infrastructure Plan**
- C. **Summary of Funding Opportunities Summary**
- D. **Summary of Funding Opportunities Summary**
- E. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7:35 p.m.

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

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None to report at this time.

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

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**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2013**  
(Last Updated: April 15, 2013)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	4:00 p.m.	Alternative Modes Committee	Suisun City Hall	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
No Meeting in October	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 <sup>th</sup> Annual Awards	TBD - Vacaville	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative