



INTERCITY TRANSIT CONSORTIUM
AGENDA

1:30 p.m., Tuesday, December 17, 2013 (Note: Earlier Date)

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Wayne Lewis,
FAST

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:05 –1:10 p.m.)

4. REPORTS FROM STA STAFF AND OTHER AGENCIES

(1:10 –1:15 p.m.)

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:15 –1:20 p.m.)

A. Minutes of the Consortium Meeting of November 12, 2013

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of November 12, 2013.

Pg. 5

B. Compressed Natural Gas (CNG) Feasibility Study for City of Dixon

Robert Guerrero

Recommendation:

Forward a recommendation to the TAC and STA Board to:

1. Authorize the Executive Director to enter into an agreement with the City of Dixon to assist in the development of a CNG Feasibility Study; and

CONSORTIUM MEMBERS

<u>Janet Koster</u>	<u>Wayne Lewis</u>	<u>Jim McElroy</u>	<u>Mona Babauta</u>	<u>Brian McLean</u>	<u>Matt Tuggle</u>	<u>Judy Leaks</u>	<u>Liz Niedziela</u>
Dixon	(Chair)	Rio Vista	Solano County	(Vice-Chair)	County of	SNCI	STA
Readi-Ride	Fairfield and	Delta Breeze	Transit	Vacaville	Solano		
	(FAST)		(SolTrans)	City Coach			

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

2. Approve dedicating \$9,500 in State Transit Assistance Funds (STAF) to match the City of Dixon’s contribution for the CNG Feasibility Study.

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6. ACTION FINANCIAL

A. Solano Rail Facilities Plan Update

Sofia Recalde

Recommendation:

Forward a recommendation to the TAC and STA Board to 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 \$100,000; and
4. Approve dedicating \$45,000 in State Transit Assistance Funds (STAF) and \$5,000 in State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM).

(1:20 – 1:25 p.m.)

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7. ACTION NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) Transit Element Update

Sofia Recalde

Recommendation:

Forward a recommendation to the STA Board to approve appointments of two members of the Intercity Transit Consortium as representatives to the Transit Committee.

(1:25 – 1:30 p.m.)

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B. STA’s Draft 2014 Legislative Priorities and Platform

Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to distribute the STA’s Draft 2014 Legislative Priorities Platform for review and comment.

(1:30 – 1:35 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Proposed Regional Cap and Trade Program

Daryl Halls

(1:35 – 1:45 p.m.)

Pg. 71

B. STA Regional Transportation Impact Fee (RTIF) Implementation

Robert Guerrero

(1:45 – 1:55 p.m.)

Pg. 87

- | | | |
|-----------|---|---------------------------|
| C. | Comprehensive Transportation Plan - Draft Active Transportation Element
(1:55 – 2:05 p.m.)
Pg. 95 | Robert Macaulay |
| D. | Status of SolanoExpress Intercity Bus Funding Agreement/Intercity Bus Replacement Plan
(2:05 – 2:10 p.m.)
Pg. 128 | Liz Niedziela |
| E. | Countywide In-Person ADA Eligibility Program Update
(2:10 – 2:15 p.m.)
Pg. 133 | Anthony Adams |
| F. | Mobility Management Program Update
(2:15 – 2:20 p.m.)
Pg. 139 | Anthony Adams |
| G. | Personal Care Attendants (PCAs) on Fixed Route
(2:20 – 2:25 p.m.)
Pg. 141 | Mona Babauta,
SolTrans |
| H. | Proposed Fare Adjustments for SolanoExpress Routes 20, 30, 40, and 90
(2:25 – 2:35 p.m.)
Pg. 143 | Wayne Lewis,
FAST |
| I. | Discussion of Clipper Implementation in Solano County
(2:35 – 2:45 p.m.)
Pg. 145 | Wayne Lewis,
FAST |

NO DISCUSSION ITEMS

- | | | |
|------------|---|---------------|
| J. | Summary of Other Funding Opportunities
Pg. 147 | Sara Woo |
| 9. | FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS | Liz Niedziela |
| 10. | TRANSIT OPERATOR COORDINATION ISSUES | Group |
| 11. | ADJOURNMENT
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at 1:30 p.m. on Tuesday, January 28, 2013. | |

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of November 12, 2013**

1. CALL TO ORDER

Wayne Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:40 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	Janet Koster	Dixon Read-Ride
	Wayne Lewis, Chair	Fairfield and Suisun Transit
	Jim McElroy	Rio Vista Delta Breeze
	Mona Babauta	SolTrans
	Judy Leaks	SNCI
	Liz Niedziela	STA
	Nathan Newell	County of Solano

Members Absent:	Brian McLean, Vice Chair	Vacaville City Coach
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Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Robert Guerrero	STA
	Sofia Recalde	STA
	Jessica McCabe	STA
	Elizabeth Richards	STA Project Manager/Consultant
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jessica Deakyne	SolTrans
	Elizabeth Romero	SolTrans

2. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Jim McElroy, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Robert Guerrero announced the East Bay Clean Cities Funding Workshop scheduled on Thursday (9a.-3p.), November 14, 2013 at the Fairfield Community Center.

5. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Mona Babauta, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and D to include modifications requested by Mona Babauta to Item B, 2013 Solano CMP as shown below in ~~strikethrough~~ ***bold italics***.

A. Minutes of the Consortium Meeting of September 24, 2013

Recommendation:

Approve the Consortium Meeting Minutes of September 24, 2013.

B. 2013 Congestion Management Program

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the updated Draft 2013 Solano CMP.

At the request of SolTrans' Mona Babauta, modifications were made to the "Signal Timing" section (Pg. 46-47) to the 2013 Solano CMP as follows:

- Pg. 46: First sentence of Paragraph 1 should read "Signal timing serves ~~two~~ *three* primary purposes on CMP roadways."; and
- Pg. 46: Add last sentence to Paragraph 1 "*Finally, signal timing improves the efficiency of transit services such as express and local bus, carpools and vanpools.*"
- Pg. 47: First sentence to the last paragraph should read "In June 2009, the City of Fairfield completed the installation and activation of a transit signal *preemption prioritization* system along Beck Avenue, leading to the Fairfield Transit Center."

C. Solano County Alternative Fuel and Infrastructure Plan

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County Alternative Fuels and Infrastructure Plan.

D. Model Update: Conversion to an Activity Based Model (ABM)

Recommendation:

Forward a recommendation to the TAC and STA Board to:

1. Approve the Scope of Work and Budget for the development of the Solano-Napa Activity-Based Model (SNABM) (Attachment A);
2. Authorize the Executive Director to amend the current contract with Cambridge Systematics to include the develop SNABM;
3. Authorize the Executive Director to enter into an agreement with Cambridge Systematics to develop the SNABM for an amount not to exceed \$150,000; and
4. Dedicate \$20,000 of State Transit Assistance Funds (STAF) for the transit element of the Solano Napa Activity-Based Model (SNABM).

6. ACTION FINANCIAL

A. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Liz Niedziela summarized the recommendation to approve the transit operators' proposed 5311 projects and STA staff's proposed recommendation for funding. She specified that Dixon requested the amount of \$260,000 of operating assistance which also included a request for a fund swap with Transportation Development Act (TDA) funding to assist in their contribution to the SolanoExpress Intercity Funding Bus Replacement for Route 30 Buses and that Solano County also submitted a request for assistance for their share in the Intercity Bus Replacement. She noted that the STA recommends to continue swapping 5311 operating assistance with Dixon TDA funding to build Dixon's TDA reserve funding to cover the cost of Dixon and Solano County

Intercity bus replacement after the transit operator's capital needs are met and an agreement be developed between Dixon and STA to document the past and future funding swaps.

Recommendation:

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

1. Federal Section 5311 Allocation for 2014 and 2015 as shown in Attachment A; and
2. Authorize the Executive Director to enter into an agreement with the City of Dixon for the funding swap of FTA 5311 with TDA funds for the Intercity Bus Replacement Contribution for Dixon and County of Solano and the local bus replacement for Dixon.

On a motion by Jim McElroy, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

B. 2014 Ridership Survey and Analysis Study

Liz Niedziela noted that staff is preparing to have the surveys conducted in March 2014. She added that STA will also be offering passengers a chance to win bus passes for the SolanoExpress Intercity Routes to encourage passengers to fill out surveys. She also noted that STA staff received requests from Fairfield and Suisun Transit (FAST) and SolTrans to include their local routes in the 2014 Ridership Survey and Analysis Study and Napa Vine 21 is recommended to be included in the Ridership Study.

Recommendation:

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

1. The scope of work for the Intercity and Local Ridership Survey and Analysis with coordination in the transit operators;
2. Dedicate \$175,000 of State Transit Assistance Funds (STAF) for the 2014 Ridership Survey and Analysis Study; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$175,000.

On a motion by Janet Koster, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

7. ACTION NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) Transit Element Update

Based on a request by STA staff, the Consortium tabled this item until a future meeting.

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Public-Private Partnership (P3) Feasibility Study Update

Jessica McCabe reported that the STA and KPMG, Project Consultant, conducted site visits to each of the transit centers to help integrate the transit center plans and objectives for each jurisdiction into the P3 Feasibility Study. She noted that the tours would help to inform the most current quantitative and qualitative data for the Request for Information (RFI), market sounding, and financial analysis worksteps carried out

by KPMG. She also outlined the next steps which would include submitting a Final Suitability and Screening Report, a draft Marketing sounding Report, and meeting with individual City Managers in November or December to present results to these reports.

B. Mobility Management Program Update

Anthony Adams provided update on the Mobility Transportation Guide, Countywide In-Person ADA Eligibility Program Update, Countywide Travel Training, Mobility Management Website, and One-Stop Call Center.

C. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Elizabeth Richards reviewed MTC's Transit Sustainability Project ADA Paratransit Study recommendations, FTA View of Mobility Management, and MTC's Process for Designating CTSA's.

D. Personal Care Attendant on Fixed Route

Mona Babauta noted that at the October 31st, 2014 meeting of the Senior and People with Disability for Transportation Advisory Committee, there was interest expressed by the Committee in potentially developing a countywide policy allowing Personal Care Attendants (PCAs) to ride for free on fixed route systems, while accompanying ADA certified passengers.

E. Regional Transportation Impact Fee Update

Robert Guerrero reported that if approved by the Solano Board of Supervisors, the Regional Transportation Impact Fee will provide 5% of the total fee collected towards eligible transit projects in the Express Bus Transit Bus Transit Center and Train station category.

F. SNCI Program Update

Judy Leaks provided updates to the Solano Commute Challenge, Commuter Benefits Program (SB 1339), and Vanpool Formations in Solano County.

G. Discussion of Clipper Implementation in Solano County

Chair Lewis reported that MTC is still moving forward with having the infrastructures in place by late December or early January 2014.

NO DISCUSSION

H. Summary of Other Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

10. TRANSIT OPERATOR COORDINATION ISSUES

11. ADJOURNMENT

The meeting adjourned at 3:15 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, December 17, 2013.**



DATE: December 6, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Compressed Natural Gas (CNG) Feasibility Study for City of Dixon

Background:

On May 8, 2013 and on June 12, 2013, the STA Board approved a 50% match to partner with Solano County Transit (SolTrans) and the City of Benicia, respectively, to conduct a Compressed Natural Gas (CNG) Feasibility Study for locations in the City of Vallejo and the Benicia Industrial Park. The City of Dixon is similarly interested in exploring the feasibility of implementing CNG technology for its city fleet, including Dixon Redit-Ride, and related support facilities. Their request letter and scope of work is included as Attachment A.

Discussion:

The attached City of Dixon letter requests funding assistance to conduct a CNG Feasibility Study for their city. The proposed CNG Feasibility Study scope includes a site assessment for two locations: 1) Dixon City Yard and 2) Ramos Oil.

The proposed estimate for completing the feasibility study is \$19,000. STA staff is recommending a matching contribution of half the project cost, \$9,500, similar to the previous contributions towards Soltrans and the City of Benicia's CNG Feasibility Studies.

The CNG Feasibility Study for the City of Dixon is a logical follow-up to the Alternative Fuels and Infrastructure Plan that recommended for STA Board adoption on December 11, 2013. Unlike the current CNG Feasibility Study agreement with Soltrans and the City of Benicia, the City of Dixon will administer the study with the STA as a partner in the study's development.

Fiscal Impact:

The estimated budget for the CNG Feasibility Study is \$19,000. STA staff is recommending \$9,500 from State Transit Assistance Funds (STAF) to match a \$9,500 contribution from the City of Dixon.

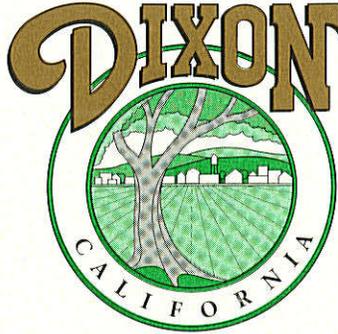
Recommendation:

Forward a recommendation to the TAC and STA Board to:

1. Authorize the Executive Director to enter into an agreement with the City of Dixon to assist in the development of a CNG Feasibility Study; and
2. Approve dedicating \$9,500 in State Transit Assistance Funds (STAF) to match the City of Dixon's contribution for the CNG Feasibility Study.

Attachment:

- A. City of Dixon's CNG Feasibility Study Request Letter and Scope of Work



October 29, 2013

Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Way
Suisun City, CA 94585



SUBJECT: COMPRESSED NATURAL GAS FEASIBILITY STUDY FOR DIXON

Dear Mr. Halls:

The City of Dixon is interested in exploring the feasibility of implementing Compressed Natural Gas (CNG) Technology for its fleet vehicles, Read-Ride buses, and related support facilities.

Dixon realizes that operating and capital costs associated with Natural technology may be lower than that of diesel and gasoline technology and any such costs savings would be of great benefit to the City. In addition, CNG technology may also help the City to reduce transportation related greenhouse gas (GHG) emissions.

It is our understanding that the estimated cost to conduct a Dixon feasibility study is \$19,000. (Please see the attached quote from Raymundo Engineering). Currently, the City does not have the means to fund this project and respectfully requests that the Solano Transportation Authority (STA) consider underwriting the cost of the study. This request is similar to other alternative fuel requests to fund a CNG Feasibility Study in Solano County.

Thank you for your attention in this matter, and I am available to discuss this project further at your earliest convenience. I can be reached by phone at (707) 678-7000, extension 101 or email at jlindley@ci.dixon.ca.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Lindley".

Jim Lindley
City Manager

cc: Mayor Jack Batchelor, Jr.
D'Andre Wells, Economic Development Manager
Janet Koster, Public Works Dept.

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

CNG FUELING ASSESSMENT FOR THE CITY OF DIXON RAYMUNDO ENGINEERING CO., INC.

WORK PLAN & DELIVERABLES

Raymundo Engineering Company, Inc. (RECI) has developed the following Work Plan based on our experience in planning and working with similar CNG facilities as well as our knowledge and understanding of the specific requirements for the assessment of CNG fueling stations.

The Assessment Scope of Work has been divided into the following Tasks:

- Task A Begin Feasibility Assessment
- Task B Perform Feasibility Assessment of CNG Fueling Station
- Task C Prepare Report of Findings and Recommendations

Task A Begin Feasibility Assessment

The purpose of this task is to meet with the City to verify the Assessment goals, review current CNG fueling requirements, and review the existing onsite conditions at the City Yard and at the Ramos oil site. As part of this task, Pacific Gas & Electric Company will be contacted to obtain gas volume and pressure available at the two sites to serve the CNG station. Likewise, PG&E will be contacted to obtain electric supply data for the CNG station.

The following design parameters shall be developed with input from the City:

- Maximum number and types of CNG vehicles fueled
- Average daily fill volume for each CNG vehicle type
- Annual CNG demand forecast for up to the next 10-15 years

Task B Perform Feasibility Assessment of CNG Fueling Station

The purpose of this task is to evaluate the feasibility of siting a fast-fill CNG fueling station in the City Yard and at the Ramos oil site. The feasibility assessment investigated in this report shall include the following:

- Design criteria
- Station siting
- Cost analysis

The Design Criteria shall be based on the design parameters developed under Task A and list the new CNG equipment including capacity and features including expected noise levels. The Design Criteria shall become the basis for the space needed for a new CNG station.

Siting considerations shall include consideration of set backs required by the California Fire Code and NFPA 52 Vehicular Gaseous Fuel Systems Code. Noise mitigation shall be investigated including proximity to neighbors and noise attenuation using equipment enclosures and sound walls.

CNG FUELING ASSESSMENT FOR THE CITY OF DIXON RAYMUNDO ENGINEERING CO., INC.

The CNG station cost analysis shall include the development of budgetary level capital costs based on the CNG station design criteria. Cost analysis will include consideration of budgetary level costs to provide the required utilities (gas and electric supply) to the CNG station.

Task C Prepare Report of Findings and Recommendations

The purpose of this task is to prepare draft and final reports presenting findings and recommendations based on the data and analyses performed in the previous tasks. Recommendations shall be provided based on the findings from Tasks A and B. The draft report in pdf format shall be issued for City review and comment. Next, the final report shall be issued in hardcopy format after receipt of City comments.

**FEE PROPOSAL
ENGINEERING LABOR and EXPENSES
RAYMUNDO ENGINEERING CO, INC.**

City of Dixon CNG Fueling Station Assessment	
Tasks	Fee
	\$
A. Begin Assessment Attend Project Kick-off Meeting Review Onsite Conditions at Corp Yard & Ramos Oil Sites Contact PG&E for Utility Supply Data Define Current & Future CNG Fueling Requirements <p style="text-align: right;">Task A Subtotal</p>	\$2,485.00
B. Perform Feasibility Assessment of CNG Fueling Station Develop CNG Station Design Criteria Evaluate Two Candidate CNG Fueling Station Sites Perform Cost Analysis of CNG Fueling Station <p style="text-align: right;">Task B Subtotal</p>	\$9,560.00
C. Prepare Written Report of Findings & Recommendations Prepare Draft Report Issue Preliminary Report for City Review Prepare Final Report per City Comments Issue Final Report <p style="text-align: right;">Task C Subtotal</p>	\$6,855.00
Total Fee	\$18,900.00

James Dong P.E.

Vice President, Raymundo Engineering Co., Inc.



Jim is a senior executive in engineering and capital projects with project management experience in the transportation, utility, and industrial sectors. He leads Raymundo Engineering's Alternate Fuels Practice and is expertly knowledgeable with the codes and standards applicable to the design of compressed natural gas (CNG) fueling stations and maintenance facilities for CNG vehicles. The vast majority of Jim's clients are public agencies. He has participated in over sixty alternate fuels projects at Raymundo Engineering. Jim was responsible for all of the CNG projects listed herein. He has strong communication and relationship skills; as well as excellent project management skills with a demonstrated ability to deliver CNG infrastructure projects on time and budget utilizing various delivery methods.

Jim joined Raymundo Engineering as Project Manager. Prior to joining Raymundo Engineering, he was a Supervising Gas Engineer with Pacific Gas & Electric Company, serving northern and central California and one of the largest combined gas and electric utilities in the United States. As Supervising Engineer, he managed the Gas Transmission Pipeline and Station Design Section. The Section consisted of roughly 20 engineers and project managers with responsibility for a total project budget of approximately \$20 million.

EDUCATION

Master of Science, Chemical Engineering, University of California, Berkeley

Bachelor of Science, Chemical Engineering, University of California, Berkeley

REGISTRATIONS

Professional Chemical Engineer California #CH3896,
Professional Mechanical Engineer California #M25371,
Professional Mechanical Engineer Nevada #17218,
Professional Mechanical Engineer Nebraska #E-13185,
Professional Engineer, Colorado #38738,
Professional Engineer, Georgia #PE032081,
Professional Engineer, Illinois #062.062979,
Professional Engineer, Missouri #2011009645,
Professional Engineer, New Mexico #15474,
Professional Engineer, Oregon #60868PE,
Professional Engineer, Texas #104128

PROJECT EXPERIENCE

Recent Transit CNG Fueling Design Projects

MetroLINK – Indoor CNG Fueling Station, Rock Island, Illinois (Started 2010)

Provide the planning, conceptual design, schematic design, construction documents (detailed engineering drawings & specifications) and construction administration for a CNG fueling station with three indoor CNG fueling bays in a new building to service, maintain, and park CNG and diesel buses. CNG compressor compound located outdoors. Design-Bid-Build Delivery. Project Value: \$26M total project.

Omnitrans – CNG Fueling Station Upgrade, San Bernardino, California (Started 2011)

Provide the conceptual & schematic design, construction documents (detailed engineering drawings & specifications) and construction administration to add three CNG dispensers and upgrade station control system. Design-Bid-Build Delivery. Project Value: \$500k

Santa Cruz Metropolitan Transit District – CNG Fueling Station, Santa Cruz, California (Completed 2008)

Provided the planning, detailed design including fire protection requirements, permitting assistance, contractor selection assistance, and construction administration services for a fast-fill CNG fueling station to fuel up to 150 CNG buses. Design-Bid-Build Delivery. Project Value: \$2M

Regional Transportation Commission – CNG Station Expansion, Reno, Nevada (Completed 2008)

Evaluated the existing CNG fueling system and submitted station upgrade recommendations to add a second compressor. Provided design review, equipment procurement support, bid support, and construction administration. Design-Bid-Build Delivery. Project Value: \$600K

Foothill Transit – CNG Fueling Station Upgrade, Pomona, California (Completed 2007)

Provided consulting services, including station evaluation, upgrade design review, bid evaluation of technical & cost proposals, and construction administration to add compressors #7 & #8, and dispensers #5 & #6. Design-Build Delivery. Project Value: \$1.5M.

Culver City Bus – CNG Fueling Station Expansion, Culver City, California (Completed 2007)

Provided detailed design and engineering, permitting assistance, contractor selection assistance, and construction administration services to add a third compressor, larger dryer, two CNG storage vessels, and upgrade station control system. Design-Bid-Build Delivery. Project Value: \$1.6M

James Dong P.E.

Vice President, Raymundo Engineering Co., Inc.



Gwinnett County Transit/Veolia Transportation – CNG Fueling Station, Gwinnett County, Georgia (Completed 2007)

Provided project planning, detailed design engineering, and post design services including permit, bid, and construction technical support for a new fast-fill CNG fueling station. Design-Bid-Build Delivery. Project Value: \$900K.

Foothill Transit – CNG Fueling Station, Arcadia, California (Completed 2006)

Provided technical oversight of the project which included providing facility performance specifications (for the design, construction, maintenance and operation of the fueling station), permitting assistance, contractor bidding and selection assistance, construction phase technical support services, and station commissioning technical support services. Design-Build Delivery. Project Value: \$3.3M.

Recent Transit Maintenance Facility Methane Detection Design Projects

MetroLINK – Transit Maintenance Facility, Rock Island, Illinois (Started 2010)

Provide code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor fueling, repair, servicing, and storage of CNG buses in a new transit maintenance facility. The project is currently in the bid phase. Design-Bid-Build Delivery. Project Value: \$26M total project.

Regional Transportation District – District Shops CNG Upgrade, Denver, Colorado (Started 2008)

Provide code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair and servicing of CNG buses in an existing transit maintenance facility. The project is currently concluding the design phase. Design-Bid-Build Delivery. Project Value: \$1.2M.

Regional Transportation District – Platte Facility CNG Upgrade, Denver, Colorado (Started 2009)

Provide code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair, servicing, and storage of CNG buses in an existing transit maintenance facility. The project is currently concluding the design phase. Design-Bid-Build Delivery. Project Value: \$2.8M.

Elk Grove Transit (E-tran) – CNG Bus Maintenance Facility Upgrade, Elk Grove, California (Completed 2011)

Provide code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair and servicing of CNG buses in an existing transit maintenance facility. Design-Bid-Build Delivery. Project Value: \$1M.

Los Angeles County Metropolitan Transit Authority/Veolia Transportation – CNG Bus Maintenance Facility Upgrade Assessment, Los Angeles, California (Completed 2010)

Provided code analysis, findings, recommendations, implementation schedule, and budgetary cost opinion to accommodate the indoor repair and servicing of CNG buses in an existing transit maintenance facility. Recommendations included gas detection sequence of operation, occupancy separations, shutdown of electrical equipment, list of safe operating guidelines, and electrical area classification. Assessment Value: \$10k.

Salem Keizer Transit – CNG Bus Maintenance Facility Expansion and Upgrade, Salem, Oregon (Completed 2007)

Provided code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair and servicing of CNG buses in an existing transit maintenance facility. Also, the facility was expanded and the four new repair bays were designed to accommodate CNG vehicles. Design-Bid-Build Delivery. Project Value: \$2.5M.

Albuquerque Transit (ABQ RIDE) – West-Side Transit CNG Bus Maintenance Facility, Albuquerque, New Mexico (Completed 2005)

Provided code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair and servicing of CNG buses in a new transit maintenance facility. Design-Bid-Build Delivery. Project Value: \$13M.

Los Angeles County Metropolitan Transit Authority – Division 7 CNG Bus Maintenance Facility Upgrade, Los Angeles, California (Completed 2000)

Provided code analysis, project definition, detailed design, and construction administration for a methane gas detection system to accommodate the indoor repair and servicing of CNG buses in an existing transit maintenance facility. Design-Build Delivery. Project Value: \$3M.

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DATE: December 5, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Associate Planner
RE: Solano Rail Facilities Plan Update

Background:

In 1995, the STA retained a consultant to develop a plan for additional rail stations along the section of the Capitol Corridor that runs through Solano County. The 1995 Plan recommended several development and financial strategies for potential station sites in Benicia, Dixon, and Fairfield/Vacaville. In July 1995, the STA Board approved a recommendation for the City of Dixon to apply for Transit Capital Improvements (TCI) funding to acquire right of way for a downtown rail station in Dixon. The Final Rail Facilities Plan was approved by the STA Board in September 1995.

In 2001, STA hired a consultant to develop a technical memorandum to evaluate the Corridor Joint Powers Authority (CCJPA) and local criteria for the proposed stations. The memorandum concluded that the Benicia and Fairfield/Vacaville stations have the strongest ridership potential and that all three proposed stations (Benicia, Dixon, Fairfield/Vacaville) meet local criteria for development.

As of August 2013, the Suisun/Fairfield Amtrak station is the sole Capitol Corridor stop in Solano County. The Fairfield/Vacaville station has a passenger rail service commitment from the CCJPA and Union Pacific Railroad (UPRR). In support of intercity passenger rail service between Solano County's cities and regional destinations, the STA believes there may be both a demand and opportunity for additional stops in Solano County. The 1995 Plan and 2001 technical memorandum proposed two other opportunities for passenger rail stops in Solano County, in the cities of Benicia and Dixon. Subsequently, the Capitol Corridor has modified and updated their future service plans that include the provision of transit service at the Fairfield/Vacaville station and may or may not include additional stops. In partnership with the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, the County of Solano, Amtrak Capitol Corridor, and the Metropolitan Transportation Commission (MTC), the STA proposes to update the 1995 Solano Rail Facilities Plan.

In September 2013, the STA Board approved the Scope of Work for the Solano Rail Facilities Update to consider these opportunities, as well as to evaluate the safety and throughput to support existing and future rail service and the feasibility of passenger rail opportunities between Napa and Solano County. In addition, the STA Board authorized the Executive Director to enter into a contract with a consultant to take the lead in updating the existing Plan for an amount not-to-exceed \$41,500.

Discussion:

Based on comments received from the STA Board, member agencies and a need to evaluate freight rail service in Solano County, STA staff has modified the scope of work and budget for the Plan Update.

STA staff proposes to issue a Request for Proposals (RFP) based on of the attached revised Scope of Work (Attachment A) for a qualified consultant to assist in updating the Solano Rail Facilities Plan. The modified Scope of Work includes the following:

1. Update the 1995 Solano Rail Facilities Plan and 2001 technical memorandum.
2. Feasibility study of introducing passenger rail on the existing NVRR and extending service down to Vallejo and/or an intercity passenger rail connection to the Suisun City /Fairfield station.
3. Rail infrastructure and safety report, including strategies to mitigate impacts of additional rail service and sea-level rise.
4. Report on the demand for and impact of freight rail service in Solano County.
5. Final Solano Rail Facilities Update Document

STA staff recommends obtaining a consultant and initiating the project in February 2013. State Transit Assistance Funds (STAF) and State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds will be used to fund the Rail Facilities Plan Update for an amount not to exceed \$100,000.

Fiscal Impact:

In June 2012, the STA approved \$50,000 in STAF for the Rail Facilities Plan Update to cover consultant and STA staff time. An additional \$45,000 in STAF funds and \$5,000 in State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds is recommended for this project to accommodate the modified scope of work for the RFP.

Recommendation:

Forward a recommendation to the TAC and STA Board to 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 \$100,000; and
4. Approve dedicating \$45,000 in State Transit Assistance Funds (STAF) and \$5,000 in State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM).

Attachment:

- A. Scope of Work for the Solano Rail Facilities Plan Update

**Rail Facilities Plan Update
Revised Scope of Work
November 2013**

SCOPE OF SERVICE TASKS

The STA intends to retain a qualified and committed professional planning firm to work closely with STA to prepare the Solano Rail Facilities Plan Update via the following major tasks:

1. Budget and Schedule
2. Coordinate with STA and partnering agency staff
3. Demand for Freight Rail
4. Capitol Corridor - Review and Update the 1995 Solano Rail Facilities Plan
5. Rail Infrastructure and Safety
6. Napa Solano Rail Connections - Assess the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVR) and California Northern Railroad (CFNR) lines and extending passenger rail service down to Vallejo and/or the Suisun City /Fairfield Amtrak station.
7. Final Document: Solano Rail Facilities Plan Update

The following details each task with task deliverable information:

Task 1. Budget and Schedule

Develop detailed project budget and schedule.

- Task 1.1 Kick off meeting with STA and selected consultant to negotiate final task budget and determine final schedule with milestones to complete the Solano Rail Facilities Plan Update.

Deliverable
1) Finalized task budget and detailed project schedule

Task 2. Coordinate and Meet with STA and Partnering Agency Staff

Coordinate with STA and Partnering Agency staff to provide comments and recommendations for the Solano Rail Facilities Plan Update.

- Task 2.1 Contact STA and partnering agency staff by email or telephone; in-person meetings can be arranged as needed through guidance by STA staff. STA staff will provide contact information.

Deliverable
1) Meeting schedule and meeting results

Task 3. Demand for Freight Rail

- Task 3.1 **Demand for access to freight rail service:** Assess the demand of local businesses to have access to rail freight facilities and service.
- Task 3.2 **Community impact**

Deliverable
1) Report on demand for and potential impact of additional freight service in Solano County

Task 4. Capitol Corridor - Review and Update the 1995 Solano Rail Facilities Plan

- Task 4.1 **Review existing conditions, plans, studies, and land use policies:** Review the 1995 Solano Rail Facilities Plan and other relevant sources provided by STA staff. Evaluate existing conditions and land use policies and identify any existing or potential conflicts that could affect the planning and construction of new intercity passenger rail facilities.
- Task 4.2 **Station Locations:** Evaluate the following elements of each proposed station site (in Benicia, Dixon, and the Fairfield/Vacaville station) for the following: street access, current and planned land uses for adjacent areas, parking, transit access, pedestrian and bicycle accessibility, and other relevant considerations and potential environmental constraints.
- Task 4.3 **Ridership forecasting analysis:** Evaluate the potential patronage of additional station stops in Solano County.
- Task 4.4 **Railroad operations analysis:** Work with Capitol Corridor to assess the effect of additional rail station stop(s) in Solano County and any associated track, station or communications improvements on existing and projected passenger and freight service on the Capitol Corridor line.
- Task 4.5 **Bus connectivity:** Review ridership activity on existing bus routes that provide service to the Suisun City/Fairfield Amtrak station, examine opportunities for improvement in order to maximize rail ridership potential, and identify plans to provide bus service to future rail stations in Solano County.
- Task 4.6 **Financing and implementation:** Identify the costs of the proposed rail facilities. Examine how the proposed station construction and operation might be funded under current federal, state and local programs and practices or other funding opportunities. Propose several financing scenarios that include operation and maintenance costs.
- Task 4.7 **Recommendations:** Based on information gathered from the above tasks, recommend prioritized projects to implement the updated Plan.

Deliverable
1) Update to the 1995 Solano Rail Facilities Plan

Task 5. Rail Infrastructure and Safety

- Task 5.1 **Throughput:** Evaluate the impact of additional stations and new passenger rail service on both freight and rail throughput and propose strategies to mitigate any potential burden to the system.
- Task 5.2 **Safety:** Review and update the 2011 Rail Crossings Inventory and Implementation Plan and 2003 Napa/Solano Passenger/Freight Rail Study. Identify high volume at-grade crossings and propose improvements and preliminary costs for crossings with poor safety profiles.
- Task 5.3 **Sea-level rise:** Analyze the effect of sea-level rise and associated events on existing rail infrastructure and alignments, as well as future rail infrastructure projects along the Union Pacific Railroad (UPRR), CFNR and NVRR corridor. Propose mitigation strategies.

Deliverable
1) Report on Rail Infrastructure and Safety

Task 6. Napa Solano Rail Connections - Assess the feasibility of introducing passenger rail on the existing Napa Valley Railroad (NVRR) and California Northern Railroad (CFNR) lines and extending passenger rail service down to Vallejo and/or the Suisun City /Fairfield Amtrak station.

- Task 6.1 **Review existing conditions, plans, studies, and land use policies:** Review the 2003 Napa/Solano Passenger/Freight Rail Study and other relevant sources provided by STA staff. Evaluate existing conditions and land use policies, and identify any existing or potential conflicts that could affect the planning and development of intercity passenger rail service from Napa to Vallejo or through Jameson Canyon to the Suisun City/Fairfield station.
- Task 6.2 **Ridership forecasting analysis:** Evaluate the potential patronage of the passenger service from Napa to Vallejo and/or American Canyon to the Suisun City/Fairfield station.
- Task 6.3 **Railroad operations analysis:** Work with NVRR and CFNR to evaluate the impact of extending passenger rail from Napa to Vallejo and/or American Canyon to Suisun City, respectively, including any associated track or communications

improvements on projected passenger and freight service along the NVRR and CFNR corridors.

Task 6.4 **Financing and implementation:** Identify how the costs of proposed rail service might be funded. Examine current federal, state and local programs and practices or other funding opportunities. Propose several financing scenarios that include operation and maintenance costs.

Task 6.5 **Recommendations:** Based on information gathered from the above tasks, recommend strategies to develop intercity passenger rail service along NVRR and/or CFNR with connections to the Capitol Corridor.

Deliverable
1) Feasibility study of the extension of the rail service on NVRR and CFNR from Napa to Vallejo and/or passenger rail service connection from American Canyon to Suisun City/Fairfield.

Task 7. Final Document: Solano Rail Facilities Plan Update

Task 7.1 Complete a draft plan update based on information obtained in previous tasks.

Task 7.2 Work with STA and partner agency staff to circulate draft to advisory committees (e.g. Intercity Transit Consortium, Technical Advisory Committee, STA Board) for comment.

Task 7.3 Complete the final Plan update.

Task 7.4 Deliver three (3) print copies of the final document, as well as an electronic PDF and all supporting raw files (e.g., images, files, text) used to create the final document.

Task 7.5 Provide Solano Transportation Transit Authority with all relevant electronic files for future plan updates and duplication.

Deliverable
1) Draft Solano Rail Facilities Study, comprised of the following elements, for review and comment: <ul style="list-style-type: none">a. Executive Summaryb. Background and Existing Conditionsc. Reports from Tasks 3-6d. Recommendationse. Financing and Implementationf. Conclusion
2) Final Solano Rail Facilities Plan Update and electronic files

Proposed Project Timeline

Task	Timeframe
Task 1. Budget and Schedule	February 2014
Task 2. Coordinate with STA and partnering agency staff	February – March 2014
Task 3. Demand for Freight Rail	February – April 2014
Task 4. Capitol Corridor - Review and Update the 1995 Solano Rail Facilities Plan	April – June 2014
Task 5. Rail Infrastructure and Safety	May – June 2014
Task 6. Napa Solano Rail Connections	June – August 2014
Task 7. Final Document: Solano Rail Facilities Plan Update	October – November 2014

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DATE: December 5, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Associate Planner
RE: Comprehensive Transportation Plan (CTP) Transit Element Update

Background:

STA staff is in the process of updating the Solano Comprehensive Transportation Plan (CTP). The Solano CTP was last updated and approved by the STA Board in 2005. The CTP is STA's primary long-range planning document that will prioritize and guide the transportation needs of Solano County through the year 2040. Various studies conducted by STA and member agencies, including the Coordinated Short Range Transit Plan (SRTP) and the Transit Corridor Study, will be incorporated into a 25-year planning document.

The CTP consists of three main elements: Active Transportation (formerly Alternative Modes); Arterials, Highways and Freeways; and Transit. The Transit Element includes Transit Facilities of Regional Significance that serve intercity routes, including those that connect to destinations outside of Solano County. The core of the Solano transit system is identified as follows:

- Solano Express and intercity bus service
- Transit Facilities of Regional Significance
- Formal carpool and vanpool facilities and services
- Passenger rail service
- Ferry service
- Intercity ADA paratransit services and Mobility Management

The Transit Element focuses primarily on intercity, commuter-oriented transit service. The five transit operators in Solano County have the best understanding of the origins and destinations of local patrons and have recently completed their local SRTPs for their local service, as well as the Coordinated SRTP for countywide intercity bus service.

The Transit Element will also examine private transportation services like medical transportation shuttles and Greyhound bus, as well as intercity bus service provided by Napa County Transportation and Planning Agency (NCTPA).

Discussion:

The Transit Element will identify the transit system as it exists today, outline the goals for the next 25 years, and analyze the gap between where we are today and where we desire to be in 2040. The Transit Element will rely heavily on the results of the completed Coordinated SRTP and the Transit Corridor Study documents to identify the short, medium, and long-term goals for the Solano Express bus service. In the meantime, STA staff will work with Capitol Corridor, Water Emergency Transportation Authority (WETA) and city staff (where

applicable) to identify the state of system and goals for rail, ferry, and transit facilities of regional significance, respectively.

The STA Transit Committee makes recommendations to the STA Board to change and update the CTP. The Transit Committee will assist STA staff in developing policies and milestones for achieving the goals outlined in the Transit Element, as well as developing system performance metrics to ensure that STA and the Solano County Transit Operators are working towards the Transit Element goals. The Transit Committee currently consists of the following members:

- Benicia: Elizabeth Patterson, Mayor
- Dixon: Jack Batchelor, Mayor
- Fairfield: Harry Price, Mayor
- Rio Vista: Constance Boulware, Vice Mayor
- Vacaville: Steve Hardy, Mayor
- Vallejo: Osby Davis, Mayor
- County: Erin Hannigan, Supervisor

STA staff is recommending that two members of the Intercity Transit Consortium join the Transit Committee to insight into transit planning priorities for the short, medium and long term. STA staff is recommending Mona Babauta, SolTrans, and Brian McLean, City Coach, to represent Solano’s intercity and local transit operators, respectively.

The Transit Committee typically meets once or twice a year on as needed basis; however, the Transit Committee will likely meet quarterly during 2014 once the Transit Element is underway. STA staff requests a nomination for appointment to the Transit Committee, which will then go the STA Board for approval.

The timeline for the Transit Element is as follows:

December 2013 – February 2014	Develop draft Transit Element
February - March 2014	Transit Committee review; STA Board approval to release Draft Transit Element for public comment
April 2014	Public Comment Period and Outreach
May 2014	Committee Review of 2 nd Draft
June – July 2014	STA Board Approval

Recommendation:

Forward a recommendation to the STA Board to approve appointments of two members of the Intercity Transit Consortium as representatives to the Transit Committee.



DATE: December 6, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2014 Legislative Priorities and Platform

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. The Platform was again amended in October to include support for seeking a Solano seat on the Water Emergency Transportation Authority Board.

Monthly legislative updates are 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>.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants. The project priorities have been restructured this year to identify the appropriate potential funding sources.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requests that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2014 Legislative Platform and Priorities for comment at the TAC and Consortium meetings in December. Proposed additions to the Platform are shown with tracked changes (Attachment C). The Platform with the accepted changes has been provided for your review (Attachment D).

STA staff will forward the Draft 2014 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in January, with a recommendation to distribute the draft document for review and comment. The Final Draft 2014 Legislative Platform and Priorities will be placed on the January 2014 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption in February 2014.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings in early 2014 with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2014 Legislative Priorities Platform for review and comment.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update August
- C. STA's Draft 2014 Legislative Priorities and Platform with Tracked Changes (Redline)
- D. STA's Draft 2014 Legislative Priorities and Platform with Changes Accepted



SHAW/YODER/ANTWIH, *inc.*

LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

November 27, 2013

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – December 2013**

Since our last report to the Solano Transportation Authority's Board in September, the October 13 deadline for the Governor to sign or veto bills sent to him in the last two weeks of the legislative session came and went. In 2013, 896 bills were sent to the Governor for final disposition and of those, 800 were signed and 96 were vetoed, many of them only days before the October 13 deadline

The Legislature's "Interim Recess" began on September 13; they will return to Sacramento and begin the second year of the two-year session on January 6, 2014.

Several bills were of interest to the Authority in 2013. These included a bill updating the membership of the Water Emergency Transportation Authority (WETA), legislation requiring contract employees of public agencies to meet specific disclosure requirements, and the lowering of the voter threshold for local tax measures, to name a few. Additionally, 2013 saw the formation of the California State Transportation Agency, tasked with coordinating planning and future investments in transportation.

The second half of the 2013-14 session will be a busy one as we work to secure funding from Cap and Trade revenues for transportation and advocate on the Authority's behalf regarding a myriad of pending legislation which the Board has taken a position on. We will work closely with Authority staff and the Board on these issues throughout the coming year.

The following pages reflect a summary of key bills the Board took a position on, and whether they were signed, vetoed, or held over until January. Also included is an overview of transportation funding opportunities, specifically related to Cap and Trade and the California Road Repairs Act.

Below is a summary of the bills upon which the STA Board adopted a position this year, and the current status of those bills, as well as an update on transportation funding issues:

Bills of Interest

1. **SB 556 (Corbett)** was amended at one point this year 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.

The STA Board Opposed that version of the bill, due to its adverse impact on transit systems. Agencies using independent, outside contractors to provide transit services, such as drivers/operators for buses and rail vehicles, would have incurred a financial burden in order to meet the disclosure requirement. Furthermore, the bill would have had a potentially detrimental impact on public perception, internally and externally. In the face of substantial opposition around the state, the author narrowed the bill’s scope late in the session; it now applies only to public health or safety service providers.

Even now, the bill faces opposition, so the author chose to make it a two-year bill; it will not move again until possibly in January.

2. **AB 431 (Mullin)** introduced as a regional transportation funding bill. **The STA Board Opposed that version of the bill**. However, the bill was subsequently amended to apply to an entirely different subject matter (by revising various provisions of County Employees Retirement Law). Thus, while AB 431 is a two-year bill, we presume the STA should now drop its position on the bill.
3. **AB 466 (Quirk-Silva)** requires 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 provides much-needed financial predictability for local transportation agencies. The enactment of the federal Moving Ahead for Progress in the 21st 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.

Because the STA has used CMAQ funds to support a wide variety of transit and active transportation projects and improvements, **the STA Board Supported this bill**. The bill was signed by the Governor [Chapter 736, Statutes of 2013].

4. **AB 574 (Lowenthal)** would require the Air Resources Board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish criteria for the development and implementation of regional grant programs for the use of Cap and Trade revenues. **The STA Board Supports this bill**. While AB 574 is a two-year bill, see our further discussion below for more opportunities to influence the direction of Cap and Trade funding for transportation projects.

5. **AB 935 (Frazier)** would change the composition of the WETA board of directors, adding additional Senate and Assembly appointments. Because the bill specifically authorized the STA to develop the list of nominees for the seat to be appointed from Solano County, the STA Board Supports this bill. The bill met opposition in the Senate, where it remains; AB 935 is a two-year bill.

6. **SB 791 (Wyland)** would have reduced transportation funding by eliminating 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 the rate and report that calculated rate to the Legislature. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease based on the reported rate. The STA Board Opposes this bill. SB 791 is a two-year bill.

7. **SCA 4 (Liu) and SCA 8 (Corbett)** would lower the two-thirds voter threshold to raise taxes to fund transportation projects to fifty-five percent. The STA Board Supports both of these bills. One of the bills was subsequently amended to add "strings" to the expenditure of local funds raised with the lowered threshold; the Board should discuss over the coming months its priorities relative to these state impositions. In the meantime, both are two-year bills.

Transportation Funding

Cap and Trade revenues will be at the center of the discussion between now and the adoption of the 2014-15 Budget Act, relative to transportation funding. The Governor will release his budget on January 10 and we anticipate it will contain some appropriation of Cap and Trade revenues to projects in the transportation sector. How much and for what purposes are unknown at this time, but early indications are some mix of Active Transportation and Rail Modernization will be funded, contingent on a mix of state and regional/ local decision making.

The California Road Repairs Act was submitted to the Attorney General for consideration on November 18, 2013. This proposed initiative, sponsored by Transportation California and the California Alliance for Jobs, would assess an annual "California Road Repair Fee" on all vehicles, excluding heavy duty trucks (over 10,000 lbs.), equal to 1 percent of each vehicle's value in quarter-percent increments phased in over four years. The annual total revenue raised is estimated to be \$2.9 billion per year when the rate reaches 1 percent in 2018, or nearly \$25 billion over the first ten years. Heavy trucks will pay a fair share equivalent increase in the diesel tax, which they prefer to a value-based fee.

All new revenue raised must be used exclusively for road, bridge and transit system maintenance, rehabilitation, and transit vehicle replacement only. The funds would be allocated as follows:

- 25% of all new revenue to all cities in California distributed on a formula allocation based on population.
- 25% of all new revenue to all counties in California based on a formula allocation equal to 75% per fee-paying vehicle and 25% per road miles.

- 40% of all new revenue to the State Highway System based on a formula allocation of ½ allocated 60% to Southern California/ 40% to Northern California, and ½ allocated on a “highest need” basis statewide.
- 10% of all new revenue to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.

All new funds raised in the Act would be constitutionally dedicated only for the purposes enumerated above and not available for reallocation or loan for any other purpose, without a new authorization by the voters.

We will work with Authority staff and the Board to position the STA in the negotiations over these efforts in the months to come, to maximize return to Solano County transportation projects and services.

M E M O R A N D U M

November 27, 2013

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

During the months of October and November we assisted the city of Vallejo with securing the necessary approvals from the U.S. Postal Service for the relocation of the Vallejo postal facilities so that the city can build the second phase of its parking structure. We scheduled a meeting with Tom Samra at USPS headquarters and involved members of Congress. The meeting with Mr. Samra was productive and Vallejo hopes to negotiate a contract with the USPS with acceptable contingencies by the end of the year. We also monitored developments in Congress and at the Department of Transportation and other federal agencies and developed recommendations for changes to the transportation law that would expedite project delivery.

Fiscal Year 2014 Appropriations

On October 16, 2013, the House and Senate enacted a continuing resolution (CR) which ended the three-week government shutdown, provided funding for federal programs through January 15, 2014, at sequester-reduced fiscal 2013 levels, and raised the debt ceiling through February 7. The Treasury Department had predicted that the federal government would reach its limit on borrowing authority (the debt ceiling) by October 17, so Congress was under pressure to prevent a default on U.S. obligations. The vote came when an agreement was reached between the Democratic and Republican leaders in the Senate. The House accepted the Senate proposal after the House Republican Leadership was unable to obtain sufficient votes for its proposal which would have made changes to the Affordable Care Act.

The CR requires that a conference committee, led by House and Senate Budget Committee Chairs Paul Ryan (R-OH) and Patty Murray (D-WA), adopt a budget for fiscal year 2014 by December 16. Once the conference committee adopts the budget, the House and Senate Appropriations Committee will begin work on reconciling appropriations with the hope of enacting an omnibus spending bill. If either the budget conference fails to reach agreement, or appropriations bills are not enacted, Congress could adopt a yearlong CR, or series of temporary spending measures, to prevent another shutdown.

The conferees began negotiations in November, but appear to have made little progress. The funding levels established by the House and Senate in the budgets adopted earlier this year had significantly different priorities and funding levels. The House proposed to fund the government at \$967 billion, consistent with the Budget Control Act of 2011, and would have boosted defense

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spending. The Senate recommended an additional \$91 billion in spending primarily directed at non-defense programs, including DOT discretionary accounts, such as the TIGER grant program.

As part of the process of reaching agreement on a budget for fiscal year 2014, the conferees may repeal another round of across-the-board sequestration scheduled to take effect in January provided they can either agree on cuts to some programs in favor others or identify revenues to offset spending. The leadership of the Appropriations Committees also have recommended that the conference adopt spending levels for fiscal year 2015. It appears unlikely that the committee will reach a “grand bargain” that would include tax and entitlement reforms to resolve the long-term budget debate. Transportation supporters have been making the argument, however, for addressing the revenue shortfall in the Highway Trust Fund, including a gas tax increase.

House Committee Recommendations on Freight Policy

On October 29, 2014, the Panel on 21st Century Freight Transportation released its final report on the current state of freight transportation and its recommendations for freight transportation improvements to strengthen the U.S. economy. The panel was established as a special committee under the jurisdiction of the House Transportation and Infrastructure Committee to provide policy options for the next surface transportation authorization bill. The Panel was led by Rep John J. Duncan, Jr. (R-TN) and Ranking Member Jerrold Nadler (D-NY). The report concluded that Congress should direct the Secretary of Transportation, in coordination with the Secretary of the Army and the Commandant of the United States Coast Guard, to establish a comprehensive national freight transportation policy and designate a national, multimodal freight network. This would go further than the freight program authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was restricted to highways, and include ports and intermodal transportation in the network. The recommendations also include providing sustainable funding for multimodal freight infrastructure through the Projects of National and Regional Significance grant program and establishing clear benchmarks for project selection. This program was reauthorized in MAP-21, but did not receive funding in fiscal year 2013.

The report does not identify a funding source for the freight program but directed the Department of Transportation to identify and recommend a sustainable revenue stream. The report stated that the House Transportation and Infrastructure Committee would work with the Ways and Means Committee to review the funding and revenue recommendations to present options for the 2014 reauthorization bill.

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Primary Freight Network

On November 19, the Department of Transportation published and requested comment on the proposed highway Primary Freight Network (PFN). MAP-21 requires DOT to designate up to 27,000 miles on existing interstate and other roadways, as a PFN to help states strategically direct resources toward improving freight movement. The Federal Register notice identifies more than 41,000 miles of comprehensive, connected roadway that a Federal Highway Administration (FHWA) analysis shows would be necessary to transporting goods efficiently on highways throughout the nation to make up the highway PFN. Under the proposal, [I-80 in Solano County](#) would be designated as part of the PFN.

Additionally, FHWA requested comments on the following elements of the process: 1) specific route deletions, additions, or modifications to the draft initial designation of the highway PFN; 2) the methodology for achieving a 27,000-mile final designation; 3) how the NFN and its components could be used by freight stakeholders in the future; 4) how the NFN may fit into a multimodal National Freight System; and 5) suggestions for an urban-area route designation process. The comment period ends on January 17.

DOT received some feedback on the plan during the second meeting of the National Freight Advisory Committee meeting on November 21. The meeting was convened to continue the Committee's work of developing recommendations for a National Freight Strategic Plan and National Freight Network. Members of the committee acknowledged that FHWA was constrained by language in MAP-21 that limited the designation to highways, but expressed concerns that the PFN as recommended would fail to connect the freight system to key multi-modal facilities, ports, manufacturers and energy facilities.

Senate Hearing on Transit Options for the Elderly

On November 6, 2013, the Senate Special Committee on Aging held a hearing to examine transit options for the elderly. The hearing was convened at the request of Sen. Susan Collins (R-ME), the Ranking Member of the Committee, in response to a \$77.4 million cut to programs authorized by the Older Americans Act (PL 89-73), including transit programs provided through the Health and Human Services Department's Administration on Aging. Sen. Collins expressed concern that about one-third of people who are 70 or older have no access to public transit.

During the hearing, Sen. Collins said she would like to see some of the transportation initiatives currently under control of the Administration on Aging transferred to DOT. FTA Deputy Administrator Therese McMillan testified that the Government Accountability Office identified 80 federal programs that have potential to be coordinated and maximized through the United We

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Ride initiative to help “transportation disadvantaged” populations. She recommended that Congress act to require that entities that receive funding from the federal government take part in coordinated planning efforts guided by the populations served. She stated that this type of coordination, which would maximize federal dollars and eliminate duplication, is not currently in place and that many human service agencies do not coordinate their services with other providers.

Federal Policy on Climate Change

On November 1, 2013, President Obama issued an executive order to establish a coordinated effort among federal, state and local governments to mitigate damages from climate change, reduce risk and direct future investments in infrastructure. The order instructs the federal agencies to identify and remove or reform existing regulations that create barriers to mitigation efforts, reform regulations and funding programs that may unintentionally increase vulnerability and risk, and identify more climate-resilient investments by States and local communities that would be supported with federal grant awards and other assistance. Federal agencies (Departments of Defense, the Interior, and Agriculture, the Environmental Protection Agency, NOAA, the Federal Emergency Management Agency, the Army Corps of Engineers) are required to produce an inventory and assessment of proposed and completed reforms within nine months. The order also establishes a an interagency Council on Climate Preparedness and Resilience and a task force of state and local officials to provide additional recommendations for policy changes that will mitigate impact and reduce risk.

At a November 7 hearing on Hurricane Sandy before the Senate Homeland and Governmental Affairs Subcommittee on Emergency Management, Deputy Transportation Secretary John Porcari announced that the Administration intends to create a competitive grant program to support infrastructure projects designed to reduce damage from severe storms, Porcari stated that the goal of the program, which would be modeled on the TIGER program, was to create resiliency in transportation infrastructure and reduce the need for any future recovery efforts. The Administration is expected to release details regarding the program at a future date.

Legislation Introduced

On November 14, Sen. Mike Lee (R-UT) and Rep. Tom Graves (R-GA) introduced legislation to transfer authority over the federal highway program from the U.S. DOT to the states over 5 years. *The Transportation Empowerment (TEA) Act* (S. 1702/H.R. 3886) would provide block grants with few requirements to the states during the transfer period and the federal gas tax would be reduced to 3.7 cents from 18.4 cents over the same time period. The Senate bill has three cosponsors and was referred to the Senate Finance Committee. The House bill has 24

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cosponsors and was referred to the House Transportation and Infrastructure Committee with subsequent referral to the House Ways and Means and Budget Committees. There have been other efforts over the years to devolve the federal highway program, but these efforts consistently have failed.

On November 14, Senators Mark Warner (D-VA) and Roy Blunt (R-MO) introduced the Bridge Act (*The Building and Renewing Infrastructure for Development and Growth in Employment Act*, S. 1716) to create a financing authority to support projects of regional and national significance, including roads, bridges, rail, ports, water, sewer, and other significant infrastructure projects. The BRIDGE Act would authorize the establishment of a national infrastructure bank that would be seeded with \$10 billion and would provide loans and loan guarantees to infrastructure projects. The bill requires that at least 5 percent of the loans or loan guarantees go to rural projects. Projects must have a total cost of \$50 million or more to qualify for financial assistance. In rural areas the minimum total project cost is \$10 million. Rural areas are defined as areas with less than 250,000 in population. The bill has 9 cosponsors and was referred to the Senate Commerce Committee.

Bipartisan bills to improve bicycle and pedestrian safety were introduced in the House and Senate on November 14. *The Bicycle and Pedestrian Safety Act* (S. 1708/H.R. 3494), sponsored by Sen. Jeff Merkley (D-OR) and Rep. Earl Blumenauer (D-OR), would require DOT to set separate measures for motorized and non-motorized safety. The legislation was intended to encourage states to make their roadways safer by establishing safety targets and developing programs to meet them without diverting funding from other safety programs. The Senate bill was cosponsored by Senators Kelly Ayotte (R-NH) and Brian Schatz (D-HI) and referred to The Senate Commerce Committee. The House bill has 6 cosponsors, including Republican Representatives Howard Coble (R-NC) and Michael McCaul (R-TX) and was referred to the House Transportation and Infrastructure Committee.

Rep. Karen Bass (D-CA) introduced *The Local Hire Act* (H.R. 3620), a bill that would loosen federal regulations that prevent transit agencies from implementing local hire policies that target employment in low-income and underemployed neighborhoods through geographically preferences. In a press release, Rep. Bass indicated that the bill would allow the Los Angeles County Metropolitan Transportation Authority to prioritize the hiring of local residents for highway and transit projects. The bill was introduced on November 22 and referred to the House Transportation and Infrastructure Committee. California Representatives Janice Hahn (D), Lucille Roybal-Allard (D) and Henry Waxman (D) cosponsored the bill, along with Rep. Timothy Bishop (D-NY).



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Solano Transportation Authority
Draft 2014 Legislative Priorities and Platform
 (For Consideration by TAC/Consortium December 2013)



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LEGISLATIVE PROJECTS AND FUNDING PRIORITIES

1.

Pursue (and seek funding for) the following priority projects:

Pursue federal funding for the following priority project and programs:

Roadway/Highway:

Tier 1:

- I-80/I-680/SR 12 Interchange Packages II & III
- Jepson Parkway
- ~~I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)~~

~~•~~

Tier 2:

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

Transit Centers:

Tier 1:

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

Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase ~~2B~~
- Vallejo Transit Center at Curtola and Lemon, Phase 1B Parking Structure
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

Programs:

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

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Westbound Truck Scales

- Potential candidate for TIGER or Project of National or Regional Significance grant (in lieu of the I-80/I-680/SR-12 project)
- Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes
 - Candidate for TIFIA financing (via MTC)

2. Transit Centers

- Fairfield/Vacaville Multimodal Train Station, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider New Starts funding
- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program Funds
 - Likely eligible for CMAQ funds
 - Consider joint development opportunities to leverage federal dollars
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds

3. Programs

- Safe Routes to School
 - Seek funding from Transportation Alternatives program
- Mobility Management/ADA

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- Eligible Transportation for Elderly Persons and Persons with Disabilities formula program
- Eligible for federal transit funds distributed by formula
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
- Active Transportation (bike, ped, SR2S, PD, PCA) – formerly called alternative modes
 - Seek funding from Transportation Alternatives program
 - Projects would be eligible for CMAQ funding
- Freight/Goods Movement
 - I-80/I-680/SR 12 Interchange Packages II and III
 - I-80 Westbound Truck Scales
 - Rail Crossings/Grade Separations
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Grade crossing eligible for funding under Highway Safety Improvement Program

Active Transportation

State Funding

Active Transportation

- SR2S – Walking School Bus Phase 2
- SR2S Middle School Program Implementation
- Jepson Parkway Bike Path
- Vine Trail (future)

Cap and Trade

- Capital Bus Replacement – SolanoExpress
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)

Freight/Goods Movement

- SR 12
- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations

◆ ITIP

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)

◆ RTIP

- Jepson Parkway
- I-80/I-680/SR 12 Interchange Phase II & III
- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505

- SHOPP

- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- I-80 Westbound Truck Scales
- SR 113 Rehabilitation

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LEGISLATIVE PRIORITIES

- ~~2~~1. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
- ~~3~~2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
- ~~4~~3. Oppose efforts to reduce or divert funding from transportation projects.
- ~~4~~5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

- 56. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.

- 67. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area’s Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
~~Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.~~

- 78. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

- 89. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

- 910. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.

- 1011. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.

- 112. Support development of a national freight policy and California freight plan that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

- ~~13 Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.~~

- 123. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.

- 1313. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

- 144. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
- 1515. Support laws and policies that expedite project delivery.
- 1616. Support legislation that identifies long-term funding for transportation.
- 1717. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.
- 189. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board. *(Amended by STA Board 10-09-13)*
- 19. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
- 20 Co-sponsor legislation allowing Soltrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo.

LEGISLATIVE PLATFORM

I. ~~Alternative Modes~~ Active Transportation (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).
4. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
5. Support legislation that increases employers' opportunities to offer commuter incentives.
6. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of ~~Transportation Oriented Development~~ (~~Transit Oriented Development~~OD) projects. Ensure that development and transit standards for TOD projects can be reasonably met by ~~developing~~ suburban communities.
7. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (*Priority #65*)

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. (*Priority #6*)
43. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
2. ~~Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and~~

~~development of a program to support transportation needs for agricultural and open space lands as part of the SCS. (Priority #7)~~

- ~~3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #8)~~

- ~~4.~~ ~~Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.~~
- ~~5.~~ ~~Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.~~
- ~~6~~5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.
- ~~7~~6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
- ~~8~~7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- ~~9~~8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
- ~~10~~9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
- ~~11~~10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
- ~~12~~11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
- ~~13~~12. Support the State Cap and Trade program:
- a) Dedicate the allocation revenues related to fuels to transportation investments.
 - b) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - c) Structure the investments to favor integrated transportation and land use strategies.
 - d) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies~~Allow flexibility at the regional and local level to develop the most cost effective ways~~ to meet GHG reduction goals through transportation and land use investments.
 - Provide the incentives and assistance that local governments need to make SB 375 work.
 - e)

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-~~foreseeable~~foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.

~~7. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.~~

7. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Ferry

1. Protect the existing source of operating and capital support for ~~Vallejo-Baylink~~San Francisco Bay fFerry service, most specifically the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues which do not jeopardize transit operating funds for Vallejo ~~Transit~~transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.
4. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board~~Seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board.~~ *(Priority #18) (Amended by STA Board 10-09-13)*

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #98)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #21)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #32)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Priority #~~5~~4)
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #~~6~~5)
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. (Priority #~~10~~9)
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. (Priority #~~12~~11)
14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
17. Monitor the distribution of State and regional transportation demand management funding.
18. ~~Monitor any~~ Advocate for new bridge toll ~~proposals~~ funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. (Priority #~~4~~3)
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #15)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #32)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity [rail](#), and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

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IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor ~~implementation~~ continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
- ~~2. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.~~
- ~~3~~2. Support tax benefits and/or incentives for programs to promote use of public transit.
- ~~3~~4. ~~In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare to work social services care, and other community-based programs.~~
In partnership with other the affected agencies and local governments, seek additional strategies and funding for of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, including service for persons with disabilities and senior citizens and other community based programs.
- ~~5~~4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
- ~~6~~5. Co-sponsor legislation allowing Soltrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo. (Priority #20)
~~Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.~~
- ~~7~~6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (Priority #19)
- ~~8~~7. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.
~~In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.~~
- ~~9~~. ~~Monitor implementation of requirements in MAP 21 for transit agencies to prepare asset management plans and undertake transportation planning.~~

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #11)*
2. Ensure I-80 is included in the national freight policy and fund freight-related projects. *(Priority #11)*
3. Ensure SR 12 is included in the California freight plan and fund freight-related projects. *(Priority #11)*
24. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
35. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

- 46. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
- 57. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
- 68. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
- ~~7. Monitor legislation to establish a national freight policy and fund freight-related projects. (Priority #12)~~

XII. Reauthorization of MAP-21

- 1. Support timely reauthorization of MAP-21. (Priority #109)
- 2. Legislation should provide stable funding source for highway and transit programs.
- 3. Between 2015 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
- 4. Post 2025:
 - A vehicle miles traveled (VMT) fee should be implemented.
- 5. Legislation should include separate funding for goods movement projects.
- 6. Legislation should include discretionary programs for high priority transit and highway projects.
- 7. Legislation should further streamline project delivery.



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PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- Jepson Parkway
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales

Transit Centers:

Tier 1:

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

Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- Vallejo Transit Center at Curtola and Lemon, Phase 1B Parking Structure
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Westbound Truck Scales
 - Potential candidate for TIGER or Project of National or Regional Significance grant (in lieu of the I-80/I-680/SR-12 project)
 - Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes
 - Candidate for TIFIA financing (via MTC)

2. Transit Centers

- Fairfield/Vacaville Multimodal Train Station, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider New Starts funding
- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program Funds
 - Likely eligible for CMAQ funds
 - Consider joint development opportunities to leverage federal dollars
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds

3. Programs

- Safe Routes to School
 - Seek funding from Transportation Alternatives program
- Mobility Management/ADA
 - Eligible Transportation for Elderly Persons and Persons with Disabilities formula program
 - Eligible for federal transit funds distributed by formula
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
 - Seek funding from Transportation Alternatives program
 - Projects would be eligible for CMAQ funding
- Freight/Goods Movement
 - I-80/I-680/SR 12 Interchange Packages II and III
 - I-80 Westbound Truck Scales

Solano Transportation Authority
Draft 2014 Legislative Priorities and Platform

(For Consideration by TAC/Consortium December 2014)

12/6/2013 2:16 PM

-
- Rail Crossings/Grade Separations
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Grade crossing eligible for funding under Highway Safety Improvement Program

State Funding

Active Transportation

- SR2S – Walking School Bus Phase 2
- SR2S Middle School Program Implementation
- Jepson Parkway Bike Path
- Vine Trail (future)

Cap and Trade

- Capital Bus Replacement – SolanoExpress
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)

Freight/Goods Movement

- SR 12
- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations

ITIP

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)

RTIP

- Jepson Parkway
- I-80/I-680/SR 12 Interchange Phase II & III
- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505

SHOPP

- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- I-80 Westbound Truck Scales
- SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
8. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
9. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
10. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.
11. Support development of a national freight policy and California freight plan that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
12. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.
17. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.
18. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board. *(Amended by STA Board 10-09-13)*
19. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
20. Co-sponsor legislation allowing Soltrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo.

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).
4. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
5. Support legislation that increases employers’ opportunities to offer commuter incentives.
6. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
7. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area’s Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.
6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
12. Support the State Cap and Trade program:
 - a) Dedicate the allocation revenues related to fuels to transportation investments.
 - b) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - c) Structure the investments to favor integrated transportation and land use strategies.
 - d) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - e) Provide the incentives and assistance that local governments need to make SB 375 work.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.
7. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Ferry

1. Protect the existing source of operating and capital support for San Francisco Bay Ferry service, most specifically the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues which do not jeopardize transit operating funds for Vallejo transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.
4. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #18) (Amended by STA Board 10-09-13)*

VI. Funding

1. Protect Solano County’s statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #8)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #2)*
8. Support measures to restore local government’s property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #5)*
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #9)*
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #11)*
14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #15)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #2)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity rail, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of public transit.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
5. Co-sponsor legislation allowing Soltrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo. *(Priority #20)*
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #19)*
7. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #11)*
2. Ensure I-80 is included in the national freight policy and fund freight-related projects. *(Priority #11)*
3. Ensure SR 12 is included in the California freight plan and fund freight-related projects. *(Priority #11)*
4. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
5. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
6. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
7. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
8. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #9)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects.
7. Legislation should further streamline project delivery.



DATE: December 10, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Proposed Regional Cap and Trade Program

Background:

The Cap and Trade program, which is part of the CARB’s effort to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020, pursuant to AB 32, the Global Warming Solutions Act of 2006, sets a limit on the total GHG emissions that can be emitted by specific sources in California. Those emitters that plan to produce higher volumes of emissions than they hold “allowances” for must purchase more allowances through a market-based, auction system. According to the Legislative Analyst’s Office, revenues expected from the Cap and Trade auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program.

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

A coalition of transportation and local government stakeholders are advocating for a significant portion of these funds to go to transportation and transit, by leveraging the SB 375 planning process as a foundation for allocation of Cap and Trade funds. Members of the coalition – called the Transportation Coalition for Livable Communities – include the California Transit Association, California Alliance for Jobs, Transportation California, League of California Cities, California State Association of Counties, Self-Help Counties Coalition, and the California Association of Councils of Government. The coalition meets regularly to strategize and re-evaluate goals and principles. Right now, coalition leaders are working with high level staff at the Air Resources Board (CARB) to make the case for transit and transportation investments to be included in CARB’s proposed investment plan which will be provided to the governor next year.

In January 2014, STA staff is recommending the following principles (*bold italic*) regarding Cap and Trade be included in the 2014 Legislative Priorities and Platform (Agenda Item #7.B):

1. *Dedicate the allocation revenues related to fuels to transportation investments.* This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.

2. ***Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.***
Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
3. ***Structure the investments to favor integrated transportation and land use strategies.*** Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. To maximize cost effective GHG reduction, additional incentives for regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments.
4. ***Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies.***
5. ***Provide the incentives and assistance that local governments need to make SB 375 work.***

In March 2013, STA forwarded a comment letter on Cap and Trade to the California Air Resource Board (CARB) (Attachment A).

Discussion:

One of the key discussions regarding the future allocation of potential Cap and Trade funds is the process for allocation. California's four largest Metropolitan Planning Organizations (Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), San Diego Association of Governments (SANDAG) and the Southern California Association of Governments (SCAG)) have been lobbying the Governor's office and California State Transportation Agency Secretary Brian Kelly to have significant portion of the Cap and Trade funds (approximate 40% of emissions attributed transportation) allocated by the regions versus allocation by the State. In an effort to lay out the Bay Area's priorities for future Cap and Trade funds, MTC released a draft Bay Area Cap and Trade Funding Framework at its Programming and Allocations Committee on November 13, 2013 (Attachment B). The framework is conceptual based on estimated future Cap and Trade Funds not yet collected at auction or agreed to by the State to be allocated at the regional level. The MTC staff proposal includes five Cap and Trade Funding Categories for an estimated \$3.15 billion in future Cap and Trade funds over the duration of MTC and the Association of Bay Area Governments (ABAG) Plan Bay Area.

MTC's Cap and Trade proposal contains the following elements:

1. Core Capacity Challenge Grants (Transit Capital Program)	\$800 million
2. Transit Operating and Efficiency Program	\$450 million
3. One Bay Area Grants	\$1,050 million
4. Climate Initiatives	\$400 million
5. Goods Movement	<u>\$450 million</u>
Total	\$3,150 million

These five categories were discussed by MTC staff and developed with early input from the nine Congestion Management Agency Directors. Category 1 is focused on the capital needs of the region's three largest transit operators (Bay Area Rapid Transit (BART), San Francisco MUNI and AC Transit). SolanoExpress Bus replacement would be eligible for funding from category 2. The One Bay Area Grants would be allocated to each of the nine CMAs through a regional formula and would enable STA to continue to fund various bike, pedestrian, Safe Routes to School, priority development areas, and other priorities. The Climate Initiatives category is still to be developed, although Valley Transportation Authority in Santa Clara has requested \$100 million be dedicated to BART. It has also proposed \$7.5 million be dedicated to the Safe Routes to School Program to be allocated based on school enrollment. The final category, Goods Movement, is a new one. Potential Solano projects that could be eligible are the Westbound Cordelia Truck Scales and the next phases of the I-80/I-680/SR 12 Interchange.

Recommendation:

Informational

Attachment:

- A. STA Letter to CARB dated March 2013, ARB Investment Plan for Cap-and-Trade Auction Proceeds
- B. MTC Programming and Allocations Committee Draft Cap and Trade funding Framework dated November 13, 2013



March 8, 2013

Ms. Mary Nichols
 Chair, California Air Resources Board
 1001 I Street
 Sacramento CA 95814

RE: ARB 2013 Investment Plan for Cap-and-Trade Auction Proceeds

Dear Chair Nichols:

The Solano Transportation Authority submits its comments for how Cap-and-Trade auction proceeds can support the greenhouse gas (GHG) reductions goals of AB 32.

Auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing greenhouse gas emissions consistent with AB 32 and legal requirements for spending allocation revenues.

By targeting revenues and incentives toward local governments in support of regional planning goals we can leverage a cost effective investment portfolio across both transportation infrastructure and efficiency measures, land use incentives, and improved transportation options to yield the greatest GHG reductions associated with the transportation sector. Allocating funding to promote combining strategies will maximize GHG reduction while reinforcing SB 375, regional blueprints, other regional plans and local innovation.

We want to see ARB and the Administration craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. The AB 32 Scoping Plan states that almost 40% of the State's GHG emissions come from the transportation sector; therefore at least 40% of available Cap-and-Trade revenue should be made available to transportation and transit.

As a starting point, we want to suggest a few concepts for consideration in the development of an investment strategy:

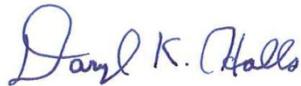
1. Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.
2. Favor cost-effective and integrated transportation and land use strategies.

STA Letter to Mary Nichols, Chair, California Air Resources Board dated: March 8, 2013
RE: ARB 2013 Investment Plan for Cap-and-Trade Auction Proceeds

3. Project funding determinations should return to their source and be done primarily at the local level in support of regional planning goals – subject to the legal constraints of the revenue – and consistent with the Sustainable Communities Strategy
4. Allow flexibility at the regional and local level to develop most cost effective projects
5. Assist local governments in meeting regional GHG reduction goals
6. Promote innovation, collaboration, economic development and rural sustainability

We hope ARB will take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,



Daryl K. Halls
Executive Director

cc: ARB Board of Directors
STA Board Members

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2013

Item Number 3a.i.

Draft Cap and Trade Funding Framework

Subject: Release of Draft Cap and Trade Funding Framework for Public Comment and Review

Background: Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade funding. The specific set of expenditures for these funds was to be subject to further deliberation with partner agencies and public input. The investment strategy for the funding was to be consistent with the focused land use strategy outlined in Plan Bay Area. Further, the investment process for project and program selection was to ensure that at least 25% of the Cap and Trade funding benefit disadvantaged communities in the Bay Area.

Attachment A proposes principles and a set of investment categories for Cap and Trade Funding that aligns well with the objectives of Plan Bay Area, with the following focus areas:

Funding Category	Amount (\$ millions)
1. Core Capacity Challenge Grants (Transit Capital Program)	800
2. Transit Operating and Efficiency Program	450
3. One Bay Area Grants	1,050
4. Climate Initiatives	400
5. Goods Movement	450
TOTAL	\$3,150

As outlined in the proposed principles, each investment category should have a strong link to greenhouse gas emission reductions and benefit disadvantaged communities. As an example, the Core Capacity Challenge Grant program is focused on AC Transit, BART, and SFMTA – systems that carry over 80% of the region’s overall transit riders as well as more than three-quarters of the low-income and minority passengers. Each program as it is developed will require evaluation for its benefits to greenhouse gas emission reductions and disadvantaged communities.

Staff is seeking input on this draft funding framework, and will return in December to seek approval following public input and review by MTC’s Advisory Council.

While the Legislature has not yet finalized the funding structure and eligible uses, AB 574 (Lowenthal) seeks to reserve California cap and trade allowance revenue from transportation fuels for transportation-related expenditures, with some portion being subvented to Metropolitan Planning Organizations, including MTC. The eligible projects included in AB574 are broad in scope and generally align well with those identified in the Draft Cap and Trade Revenue Framework.

Issues: None.

Recommendation: This is an informational item.

Attachments: Draft Cap and Trade Revenue Framework
6 Wins Letter on PBA Cap and Trade to MTC and ABAG

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Draft Bay Area Cap and Trade Funding Framework

Cap and Trade Reserve Investment Principles

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the estimated \$3.1 billion in available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities. The Committees are defined as MTC's Communities of Concern.

Cap and Trade Reserve Funding Categories

1. Core Capacity Challenge Grants (Transit Capital Program)

Plan Bay Area identifies a remaining need of \$17 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network. The plan's in-fill and transit-oriented growth strategy relies on a well-maintained transit system to meet greenhouse gas emissions reduction targets and other plan performance objectives.

Proposal:

- Invest \$800 million over the life of Plan Bay Area
- The proposed Core Capacity Challenge Grant Program:
 - a) accelerates fleet replacement and other state of good repair projects from Plan Bay Area, including "greening" the fleet and other strategic capital enhancements
 - b) focuses on BART, SFMTA, and AC Transit – transit operators that carry 80% of region's passengers, account for approximately 75% of the plan's estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion's share of the region's housing and employment growth
 - c) achieves roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum 30% local match from the three operators
 - d) participating operators must meet the Transit Sustainability Project's performance objectives outlined in MTC Resolution No. 4060

2. Transit Operating and Efficiency Program

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area's growth strategy. In particular, the plan falls short of the funding

necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$450 million over the life of Plan Bay Area
- Operating investments and capital investment that create operating efficiencies must be consistent with the recommendations of the Transit Sustainability Project and focus on improving service and attracting riders in the most cost-effective manner
- Operating and capital investments also will be constrained by the availability of cap and trade funds on a predictable, ongoing basis

3. One Bay Area Grants

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan’s adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area’s growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region’s economic growth and attaining the Plan’s GHG and Housing Targets. To address this need, transit-oriented, workforce housing will also be an eligible use of the cap and trade OBAG funding.

Proposal:

- Invest \$1,050 million to augment the One Bay Area Grant Program
- Congestion Management Agencies will administer the funds as in the OBAG program
- Distribution formula and eligible uses of the funds will be consistent with the OBAG program with the addition of transit-oriented, workforce housing , consistent with the nexus requirements for cap and trade revenue
- Counties can opt to use OBAG funding for workforce housing to leverage additional funding from the private sector and foundations
- Priority Development Area Growth and Investment Strategies will serve as a guide to investment priorities

4. Climate Initiatives

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

Proposal:

- Invest \$400 million for the Climate Initiatives Program over the life of Plan Bay Area, including \$75 million to support the county Safe Routes to School programs
- Investments will be focused on those programs that prove most cost-effective at reducing emissions based on evaluations of the existing programs
- MTC will partner with the Air District, other regional and local partners, and the private sector to build upon successful existing programs and leverage other funds

5. Goods Movement

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC is currently working with Caltrans and selected Congestion Management Agencies to update the regional goods movement program and to inform the California Freight Mobility Plan. These efforts are identifying goods movement projects as well as the need for mitigations for the localized impacts. These efforts can inform future program development and investment decisions related to goods movement projects.

Proposal:

- Invest \$450 million for goods movement projects over the life of Plan Bay Area
- Leverage existing air quality and transportation funds and seek additional funds to continue to implement BAAQMD and CARB programs aimed at retrofits and replacements of trucks and locomotives including:
 - a) private sector,
 - b) county funding (ACTC committed \$240 million to goods movement in measure B1),
 - c) regional (BAAQMD Carl Moyer funding), and
 - d) reauthorization of the federal surface transportation program.

Funding Category	Amount (\$ millions)
6. Core Capacity Challenge Grants (Transit Capital Program))	800
7. Transit Operating and Efficiency Program	450
8. One Bay Area Grants	1,050
9. Climate Initiatives	400
10. Goods Movement	450
TOTAL	\$3,150

November 1, 2013

Amy Worth, Chair, and Members
Metropolitan Transportation Commission
Mark Luce, President, and Members
Association of Bay Area Governments

**Re: Principles for Implementing Plan Bay Area's Amendment on
Regional Cap and Trade Revenue Allocation**

Dear MTC Chair Worth, ABAG President Luce and Members:

As you prepare to launch the Bay Area's process for setting priorities for Cap and Trade revenue, we write to provide background on the close connection of AB 32 revenues with the needs of disadvantaged communities, and to offer a social and economic justice framework for a Cap and Trade process that will benefit our entire region. Dozens of organizations from around the Bay, including 6 Wins members and allies, stand eager to participate in the process by which the region will determine how best to spend this important new source of funds.

We applaud MTC and ABAG for adopting the amendment proposed by Supervisor John Gioia to ensure transparency and equity in the allocation of Cap and Trade funds in the Bay Area. Plan Bay Area commits MTC and ABAG to conducting "a transparent and inclusive regional public process" for the allocation of AB 32 Cap and Trade revenues in the region and guarantees that "at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area."¹ These regional commitments are in line with AB 32's goal of "direct[ing] public and private investment toward the most disadvantaged communities in California and providing opportunities for "community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions. "Plan Bay Area also builds on SB 535's requirement that at least 25 percent of Cap and Trade revenues be targeted to "projects that provide benefits to [disadvantaged] communities," with at least 10 percent to projects "located within" these communities.²

Cap and Trade revenues provide our region with an important opportunity to allocate funds to a variety of projects that reduce GHG emissions and improve public transit, land use patterns, public health and quality of life.

To meet the objectives of both state law and regional policy - and to achieve a better Bay Area for *all* our residents - Cap and Trade spending in the Bay Area should be governed by the following principles:

1. **Ensure Full Transparency and Accountability in Decision Making.** It is critical that MTC and ABAG stay true to Plan Bay Area's commitment to "a transparent and inclusive" regional public process for prioritizing Cap and Trade expenditures. A timeline for decision

¹ See "Summary of Major Revisions to Draft Plan Bay Area," amendment 48, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

² Health & Saf. Code §§ 38501 (h), 38565, 39713.

making and public participation should be developed promptly in consultation with membership groups and their community members from around the region. Key decision points should be identified, and opportunities for local and regional input should be provided for. Any MTC and ABAG consultations with Congestion Management Agencies, and the outcomes of those meetings, should be made public. Finally, all agencies responsible for carrying out projects funded with Cap and Trade dollars should be held accountable to ensure that promised benefits are delivered, measured and reported.

2. Prioritize the Needs of Communities Suffering the Greatest Toxic Exposures. A significant portion of our region’s Cap and Trade revenues should be dedicated to reduce emissions and cumulative health risks *in* the communities suffering the greatest exposure to air and other toxic contaminants. The needs of disadvantaged communities should be the first ones addressed in the Cap and Trade revenue expenditures since they are the most heavily and disproportionately burdened by the health impacts of GHGs and co-pollutants, and potentially at risk of further localized burdens as a result of the Cap and Trade system itself. In 2000, diesel PM alone contributed to 2,900 premature deaths compared to 2,000 deaths by homicide.³ Co-pollutants emitted with GHGs, such as PM 2.5, are responsible for more annual deaths in California than caused by car accidents, murders and AIDS combined.⁴ Investing in these communities maximizes the environmental and economic co-benefits, as required by AB 32, by reducing the most hazardous emissions with the greatest human health impact first.

These heavily-burdened communities should play a central role in determining the regional and localized priorities that guide expenditure of this first tier of funds. Expenditures to address these needs should be subject to strict requirements. The funds should be: (a) spent in accordance with a clear plan to address priority community needs (such as a Community Risk Reduction Plan or an updated Community Based Transportation Plan); (b) maximize jobs and other co-benefits for community residents, and (c) ensure that residents are not displaced by the rising land values that are likely to accompany the clean-up of their communities.

3. Ensure that *all* Cap and Trade Revenue Benefits Low-Income Families Across the Region. The remainder of Cap and Trade revenues should be allocated region-wide with a focus on ensuring benefits to low-income communities and residents throughout the Bay Area by focusing on community-stabilizing investments such as improved local transit service, reduced fares, and affordable housing. The Investment Plan for Cap and Trade revenues that CARB and the Department of Finance adopted last spring⁵ includes funding transit operations and affordable TOD housing as important and appropriate expenditures to implement SB 375. Your analysis of the Equity, Environment and Jobs (EEJ) alternative showed that these investments deliver benefits to *all* Bay Area residents. Building on the OBAG program, these investments should also require local jurisdictions to put in place effective anti-displacement and affordable housing measures as a condition of receiving funds, to ensure that people of all

³ Air Resources Board, “Facts about Reducing Pollution from California’s Trash Trucks,” available at <http://www.arb.ca.gov/msprog/swcv/consumerfactsheet3.pdf>.

⁴ Environmental Working Group, “Particle Civics,” available at <http://static.ewg.org/reports/2002/ParticleCivics.pdf>.

⁵ Available at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_investment_plan.pdf.

income levels are able to benefit from neighborhood improvements from public investments.

4. Leverage All Funding to Create Quality Jobs and Economic Opportunity for Those Who Need it Most. Finally, each dollar of Cap and Trade money spent for any use should carry appropriate policies to ensure that it creates quality jobs and economic opportunities. These policies include: hiring of disadvantaged or underrepresented Bay Area residents; collaboration with local Workforce Investment Boards and community-based workforce programs; where appropriate, utilization of state-certified apprentices on building and construction projects, and paid interns in other industries where feasible; prevailing wages on construction jobs; and living wages with health coverage on permanent jobs.

These policies would not only comply with the mandate of state law that the funds achieve economic co-benefits, but would also advance Plan Bay Area’s commitment that MTC and ABAG will “identify job creation and career pathway strategies including local best practices on apprenticeship programs, and local hire and standard wage guidelines,” and will utilize these strategies “in the implementation of the current Plan Bay Area.”⁶ These economic standards should apply as broadly as possible, whether the dollars are spent on direct hiring or are distributed to contractors or subcontractors, to consultants, on marketing and outreach, as incentive payments or through other avenues.

Thank you for this opportunity to offer a principled framework for the upcoming discussion of Cap and Trade priorities.

Sincerely,

Miya Yoshitani, Associate Director
Asian Pacific Environmental Network

Carl Anthony and Paloma Pavel
Breakthrough Communities

Michael Rawson, Director
California Affordable Housing Law Project

Wendy Alfsen, Executive Director
California WALKS

Dawn Phillips, Co-Director of Program
Causa Justa :: Just Cause

Tim Frank, Director
Center for Sustainable Neighborhoods

⁶ See “Summary of Major Revisions to Draft Plan Bay Area,” amendment 69, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

Bill Magavern, Policy Director
Coalition for Clean Air

Steering Committee
Ditching Dirty Diesel Collaborative

Nikki Fortunato Bas, Executive Director
East Bay Alliance for a Sustainable Economy (EBASE)

Gloria Bruce, Deputy Director
East Bay Housing Organizations

John Claassen, Chair, Leadership Council
Genesis

Vien Truong, Director, Environmental Equity
Greenlining Institute

John Young, Executive Director
Marin Grassroots

Myesha Williams, Co-Director
New Voices Are Rising Project

Dianne J. Spaulding, Executive Director
The Non-Profit Housing Association of Northern California

Judith Bell, President
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Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Bill Nack, Business Manager
San Mateo County Building Trades Council

Belén Seara, Director of Community Relations
San Mateo County Union Community Alliance

Neil Struthers, Chief Executive Officer
Santa Clara & San Benito Counties Building & Construction Trades Council

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Bob Planthold, Chair
SF Bay Walks

Ben Field, Executive Officer
South Bay AFL-CIO Labor Council

Denise Solis, Vice President for Northern California
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Nancy Holland, Founder
Walk & Roll Berkeley

Margaret Gordon, Co-Director
West Oakland Environmental Indicators Project

Derecka Mehrens, Executive Director
Working Partnerships USA

Cc: Steve Heminger, MTC
Ezra Rapport, ABAG
Sup. John Gioia, CARB and BAAQMD

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DATE: December 6, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: STA Regional Transportation Impact Fee (RTIF) Implementation

Background:

Since 2008, the STA and its member agencies have studied the potential for a Regional Transportation Impact Fee (RTIF) to assist in addressing a regional transportation funding shortfall projected to occur in the next 30 years. In 2009, Economic Planning Systems (EPS) and Fehr and Peers were selected to conduct a RTIF Nexus Report required by AB 1600 to address how a potential fee program would relate fees collected to funding transportation improvement projects. The RTIF Nexus Report was subsequently approved by the STA Board on July 11, 2013 for its inclusion in the County of Solano's Public Facility Fee (PFF) Program Update. STA staff has since coordinated with staff from the County, EPS and Fehr and Peers to ensure the RTIF Nexus Report was consistent with the PFF Nexus Report. In early November, the County released the PFF Nexus Report for public input and held a public input meeting on November 12th to discuss the PFF Update purpose and process.

Discussion:

The County Board of Supervisors approved the Public Facility Fee (PFF) Update at their December 3rd meeting with \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF. This list of eligible RTIF Projects is included as Attachment A.

The fee from the County PFF is expected to begin collection in February 2014, after a 60 day review period. Over the next couple of months, STA staff will coordinate with the RTIF Policy Committee and Technical Working Group on the following tasks:

1. Fee collection and tracking
2. Establishing Working Group Districts directly correlated with RTIF Implementation Packages (as identified in Attachment A)
3. Auditing and reporting
4. Project prioritization
5. Policies for shifting of funds between districts
6. Decision-making processes within and between RTIF Working Groups

One key task in the coming new year for the SolanoExpress Intercity Transit Consortium is to discuss options for prioritizing projects included in Package 6. The STA Board approved an allocation of 5% of the total RTIF revenue for Express Bus Transit Centers and Train Stations as part of Package 6. STA staff will provide a more comprehensive implementation plan, including an implementation schedule and draft revenue projections at the January 21st Consortium meeting. In the meantime, STA staff has recommended retaining Fehr and Peers consultants to assist in this effort. Fehr and Peers was previously a sub-consultant to EPS for the STA's RTIF Nexus Plan effort and has been an important consultant resource since their involvement in

2009. Their primary role will be to continue to forecast land use and RTIF revenue projections based on RTIF Working Group Districts which are still to be determined. Fehr and Peer's scope of work is included as Attachment B.

Fiscal Impact:

A budget of \$20,000 from Planning, Program and Management (PPM) Funds is recommended to the STA Board to accomplish the outlined tasks. The STA Board is anticipated to take action on this item at their December 11, 2013 meeting.

Recommendation:

Informational.

Attachments:

- A. Regional Traffic Impact Fee Implementation Packages
- B. Anticipated Work Effort for RTIF Implementation Support

Regional Traffic Impact Fee Implementation Packages

Agencies	Project
<i>Package 1, Jepson Parkway Corridor</i>	
City of Fairfield City of Vacaville Solano County	Remaining Segments of Jepson Parkway Unincorporated segment of Peabody Road
<i>Package 2, State Route 12 Corridor</i>	
City of Suisun City City of Fairfield City of Rio Vista County of Solano	State Route 12 & Pennsylvania Ave Interchange State Route 12, Church Road Intersection
<i>Package 3, South County</i>	
City of Vallejo City of Benicia Solano County	SR37/Redwood St/Fairgrounds Dr I-680 Industrial Park Access Improvements Columbus Parkway Improvements Near I-780
<i>Package 4, Central County I-80 Reliever Route</i>	
City of Fairfield County of Solano	North Connector West
<i>Package 5, State Route 113 Corridor</i>	
City of Dixon Solano County	2009 State Route 113 Major Investment Study Priorities: TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)
<i>Package 6, Express Bus Transit Centers and Train Stations</i>	
Soltrans or City of Benicia City of Dixon City of Fairfield City of Fairfield City of Suisun City City of Vacaville Soltrans or City of Vallejo Solano County	Benicia Industrial Park Multi-modal Transit Center Dixon Multimodal Transportation Center Fairfield Transportation Center Fairfield/Vacaville Train Station Suisun City Train Station improvements Vacaville Transportation Center Vallejo Station or Curtola Park & Ride, next phase 360 Project Area Transit Center
<i>Package 7, Unincorporated County Roadway Improvements</i>	
Solano County	Unincorporated County roadway improvements that address new growth impacts

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MEMORANDUM

Date: November 21, 2013
To: Robert Guerrero, STA
From: Julie Morgan, Fehr & Peers
Subject: **Anticipated Work Effort for RTIF Implementation Support**

WC09-2657

The work of Fehr & Peers on the refinements of the STA RTIF nexus study and the preparation of additional technical information is largely complete. We understand that you are now requesting that Fehr & Peers staff take on an expanded role in the RTIF implementation process than had originally been anticipated. To make sure we are on the same page, the following summarizes a set of tasks that we feel will be needed to assist the STA in establishing a workable RTIF administrative procedure. Where appropriate, we have identified tasks that can be shared between STA and FP staff, or that STA staff could take the lead on, in order to minimize the cost for consultant time. Unless otherwise noted, the FP hours estimated here would be for Julie Morgan.

1. We understand that the decision has been made to distribute the RTIF revenues back to each district from which the revenues were generated. A Working Group will be set up for each district, made up of local agency representatives, which will be charged with administering the RTIF funds. STA will want to set some basic ground rules for how the Working Groups will function, and anticipate questions and issues that may come up once the Working Groups begin working together. FP's role will be to assist STA staff in anticipating questions and developing policies for handling situations involving:
 - a. Fee collection and tracking
 - b. Auditing and reporting
 - c. Project prioritization
 - d. Shifting of funds between districts
 - e. Decision-making processes within and between Working Groups



- We will collaborate with STA staff on developing an outline of Working Group policies and procedures, and will participate in an internal meeting with STA staff to brainstorm other issues and settle on policies. (Estimate: 12 hours = \$3180)
2. STA would distribute the outline of Working Group policies to the RTIF Policy Committee and hold a meeting with them to solicit their input on which method they think is best. FP would facilitate this meeting. This meeting would also review the project area boundaries and talk about any changes to the boundaries that the group would recommend. FP would revise the RTIF implementation and administration process outline and the project area boundaries, per the discussion at the stakeholder meeting. (Estimate: 14 hours = \$3710)
 3. FP would coordinate with STA on the best way to proceed. There may need to be one additional general meeting with the stakeholders to finalize the administrative process, or perhaps meetings with the individual Working Groups would be the best option at that stage. The level of effort needed for this task would depend on the number of meetings required. We would allocate 4 hours of FP staff time (\$1060) for each meeting. If additional work were needed to change the project area boundaries or to investigate other implementation options, that could be handled on a time-and-materials basis. We are assuming participation at 6 meetings in this task. (Estimate: $\$1060 * 6 = \$6,360$)
 4. FP would prepare documentation of the decision-making process outlined in the preceding tasks. The documentation would be prepared as a technical memorandum that would involve a description of the final project area boundaries and any changes made to those boundaries, and a description of the Working Group policies and procedures. This task will involve some time from FP technician staff, as well as from Julie; an average hourly billing rate has been applied to account for this. (Estimate: 12 hours = \$2400)
 5. There may be a need for an additional task to develop a plan for how STA staff will administer the RTIF program. This task would involve outreach to other agencies that operate similar programs to learn how much staff time is allocated to the program each year and what they have learned are the important steps in administering a regional fee program. FP does not anticipate being involved in this task; it could be handled by EPS and/or by STA staff.

We look forward to continuing to work with you on this very important project, and welcome your feedback on whether our understanding of the next steps aligns with your expectations.

Total Estimated Budget: \$15,650



Meetings:

- 1 Internal staff meeting
- 1 Policy Committee Meeting
- 6 Working Group Meetings

Deliverables:

- Outline of Working Group issues and policy needs
- Technical memorandum on district boundaries and Working Group policies and procedures

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DATE: December 11, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan - Draft Active Transportation Element

Background:

The Active Transportation Element (previously known as Alternative Modes) is one of three complementary portions of the Solano County Comprehensive Transportation Plan (CTP). The Active Transportation Element focuses on transportation projects at a human scale, such as walking, bicycling, and transit access. Alternative fuels, Transportation for Sustainable Communities, Safe Routes to School and Safe Routes to Transit are also a subject covered in the element. Six primary documents support this Element. They are:

Solano Countywide Bicycle Transportation Plan
Solano Countywide Pedestrian Transportation Plan
Transportation for Sustainable Communities Plan
Alternative Fuels and Infrastructure Plan
Safe Routes to School Plan
Safe Routes to Transit Plan

The Element provides short range and long range planning for the countywide bicycle/pedestrian transportation improvements as well as land use planning considerations in Solano County.

Discussion:

The Active Transportation Element is organized in seven (7) chapters:

Chapter 1 - Introduction
Chapter 2 - Purpose
Chapter 3 - Alternative Modes System: Goals and Goal Gap Analysis
Chapter 4 - Resources Available to Create Motion
Chapter 5 - Making Choices on How to Move Forward
Chapter 6 - Priority Projects
Chapter 7 - Assessing the Alternative Modes System
Chapter 8 - Conclusion

Primary recommendations of the Element include an emphasis on goal-setting in the three areas of Active Transportation-Bicycle/Pedestrian, Alternative Fuels, and Sustainable Communities.

In order to accurately identify where we are going and how to best accomplish the goals identified, the Goal Gap Analysis section discusses the existing system and progress since the update to the 2005 Alternative Modes Element. Major gaps identified in the

analysis were 1) network completion and 2) lack of support facilities on routes and at destinations for bicycle and pedestrian travel (e.g., bicycle lockers, shower facilities, drinking fountains, benches, rest stops, etc.)

The Element has also identified funding resources, implementation, priorities as well as discussion of the Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) Implementation Strategies in Solano County.

These various portions of the Element have been reviewed by the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and the Technical Advisory Committee (TAC) in its various stages of development in 2012. This draft provides a completed compilation of the chapters with comments submitted from previous reviews as well as a finished graphic layout with images supporting the content.

The Draft Active Transportation Element was reviewed by the Active Transportation Committee on October 9, and has also been provided to the BAC and PAC for comment. The Active Transportation Committee directed staff to insert language specifying that Class I bicycle and pedestrian paths that are not part of a Complete Street should also be included in the countywide plans and funded as part of the Active Transportation element.

The Draft Active Transportation Element, along with all comments received by the advisory committees, will be presented to the Active Transportation Committee in January 2014. The Active Transportation Committee will be requested to forward the Active Transportation Element to the STA Board for adoption.

Recommendation:

Informational.

Attachment:

- A. Alternative Modes Element Draft



SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Future of Transportation | Active Transportation Element



Draft Prepared on September 30, 2013



Acknowledgements

SOLANO TRANSPORTATION AUTHORITY

Board of Directors

- Steve Hardy, Chair, City of Vacaville
- Osby Davis, Vice Chair, City of Vacaville
- Elizabeth Patterson, City of Benicia
- Jack Batchelor, Jr., City of Dixon
- Harry Price, City of Fairfield
- Norman Richardson, City of Rio Vista
- Pete Sanchez, Suisun City
- Jim Spering, Solano County Board of Supervisors

Active Transportation Committee

- Jim Spering, County of Solano
- Alan Schwartzman, City of Benicia
- Jack Batchelor, Jr., City of Dixon
- Rick Vaccaro, City Fairfield
- Constance Boulware, City of Rio Vista
- Dilenna Harris, City of Vacaville
- Hermie Sunga, City of Vallejo
- Mike Hudson, City of Suisun City
- Shannon Navarra-Lujan, PAC
- Michael Segala, BAC
- Matt Tuggle, TAC
- Andre Ouse, Planning Directors

Technical Advisory Committee

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

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- Daryl Halls, Executive Director
- Janet Adams, Deputy Executive Director/
Director of Projects
- Robert Macaulay, Director of Planning
- Sara Woo, Associate Planner
- Sofia Recalde, Associate Planner
- Robert Guerrero, Project Manager
- Jessica McCabe, Project Assistant



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There are many ways of going forward, but only one way of standing still." - Franklin D. Roosevelt

Executive Summary

The Active Transportation Element of the Solano CTP covers Active Transportation (bicycling and walking), Safe Routes to School (SR2S) and Safe routes to Transit (SR2T), Alternative Fuels and Infrastructure Plan and land use investments. Each of these areas has a countywide plan that provides a detailed look at that aspect of the system and identifies priority projects. These countywide plans are developed using input from committees made up of local citizens and professional staff members from the seven cities and the county.

The main focus of the Countywide Bicycle Transportation Plan is to develop a network of bicycle facilities that connects each of the seven cities to each other, and connects Solano County to the bicycle networks in Yolo and Contra Costa counties. With most of that network completed or funded, the priority is shifting to support facilities such as signage and bicycle storage facilities at transit centers. Also increasing in priority are projects that connect the countywide network to local activity nodes.

The Countywide Pedestrian Transportation Plan and the SR2S and SR2T plans are more local in nature, and focus on projects at key activity nodes - downtowns, transit centers, and schools. The three plans have some overlap in projects. In addition, as the countywide bicycle system is completed, connecting facilities will be useful to bicyclists and pedestrians of all sorts.

The Alternative Fuels chapter does not recommend a single fuel type, but instead focuses on converting public fleets, especially transit vehicle fleets, to clean fuels. This conversion includes development of fueling infrastructure that can also be used by members of the public. In this manner, alternative fuel vehicle choices



are presented to the general public, where market choices can then direct individual vehicle purchases. In the mean time, public transit fleets can be run a lower cost while producing less pollution.

Land use policies are transitioning from the Transportation for Livable Communities program of the past decade towards support for the new Priority Development Areas (PDA) and Priority Conservation Area (PCA) programs. Both programs seek to support higher density, mixed use development that is served by transit, while maintaining key agricultural and open space areas. Many projects that support PDAs are found in the countywide active transportation plans.



Chapter 1 - Introduction

Choice – that is the core of the Active Transportation Element of the Solano Comprehensive Transportation Plan (CTP). Personal automobiles are the most prevalent means of transportation in suburban counties such as Solano, and public transit is seen as the standard second option. The Active Transportation Element is focused on giving Solano residents, workers and visitors as many choices as possible for how they move from one place to another. It does so by trying to expand options on where people move to and from, as well as how they move. Its purpose is not to force people out of automobiles powered solely by an internal combustion engine, but to give them viable options if that is a choice they wish to make.

Active Transportation embraces bicycle and pedestrian transportation, safe routes to schools and safe routes to transit) alternative fuels, and land use decisions related to transportation. The Active Transportation Element of the Solano CTP defines these systems, describes both the existing facilities and the desired future network, establishes policies to help move from what exists to what is desired, and then identifies priority projects. Finally, the Element identifies how system performance can be assessed and how progress towards the ultimate system can be measured. Many of the aspects of the Active Transportation Element are addressed in adopted or pending county-wide mode-specific plans (such as the Countywide Bicycle Plan) and community-level General Plans and specific plans, and the Active Transportation Element simply brings them together in a single location. It also puts them in the context of the overall Solano CTP.

Many aspects of Active Transportation enable users of Solano County’s transportation network to lead a more physically active lifestyle – a grouping recently referred to as Active Transportation. In addition, Active Transpor-

“Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads.”

tation activities tend to improve both local and regional sustainability by allowing trips to occur that produce significantly lower emissions of air pollutants. STA has identified “sustainable” communities as those that have a rough proportionality between resources produced and consumed, that endure and improve over time, and balance such factors as economic health, environmental impact and social equity.





In sync with the two major themes of the overall Solano CTP of *Strengthen the Hub* and *Reducing Stress*, the Active Transportation Element intends to support these themes by way of three steps:

1. Over the short term, developing and maintaining an integrated local and regional bicycle and pedestrian transportation system anchored on downtowns, transit facilities of regional significance and schools;
2. Over the short and medium term, creating opportunities for alternative fuel vehicles to become a larger share of public and private vehicles on the road; and,
3. As a long term objective, expand the bicycle and pedestrian network to include major commercial, employment and civic centers, and to link to key open space and agricultural locations.

This approach takes advantage of several factors:

- Bicycling and walking occurs as a primary mode of transportation in each of the communities in Solano County. Every driver and transit user is a pedestrian at some point in their journey. Investment in bicycle and pedestrian accessibility directly and indirectly supports almost every resident of Solano County.
- Transit centers are a regional asset, and can attract regional resources.
- Use existing resources and build on decisions that have already been made. Most projects will be expansions of existing facilities in existing urban areas.
- A focus on the bicycling and walkability in downtowns and Transit Facilities of Regional Significance supports Solano County's long-term commitment to development in existing urban areas and to preserve farmlands and open space.

- Strengthening the bicycle and pedestrian access to downtowns and Transit Facilities of Regional Significance improves the economic strength of Solano County. This can keep workers closer to home, thereby relieving stress on the rest of the regional transportation system and focusing use on local bikeways, walkways and transit services. Having Solano residents working close to home benefits other aspects of Solano County's economic tapestry as well.
- SR2S and SR2T projects often overlap with bicycle and/or pedestrian projects. Completing one project can therefore help implement the goals of multiple plans.

In the following pages, the Active Transportation Element details a wide range of proposals. The projects and programs that are identified as priorities for funding are designed to move forward from the existing conditions in Solano County towards a desired future state identified in the various countywide plans (bicycle, pedestrian, safe routes to schools, safe routes to transit, alternative fuels, sustainable communities, PDAs and PCAs). They are prioritized within the Element, as well as in relation to projects and programs identified in the CTP's other Elements: Arterials, Highways and Freeways and Transit.

When it comes to the Active Transportation transportation system, there are many options to choose from, and having choices is always desirable. One of the options is to use the system as it exists right now, without any additions - in effect, standing still. Other options include investing at various levels to improve and expand the Active Transportation system. The Active Transportation Element of the Solano CTP is designed to outline those options, and help Solano County make the best decision on which direction to move.



Chapter 2 - Purpose

The Solano CTP: Active Transportation Element is the STA's foundational document for planning and supporting the Active Transportation system improvements and investments in seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and the County of Solano. It is designed to serve the following purposes:

- Defines what is meant by Active Transportation.
- Compare the Active Transportation system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision.
- Identify and prioritize projects and programs that will maintain the current system while filling in the most critical gaps.
- Coordinating Active Transportation activities with the other aspects of the Solano CTP.
- Identify an integrated countywide Active Transportation transportation system throughout Solano County, and to then encourage its development. In this case, integrated meets two separate definitions.
- First, it is internally integrated. Bicycle and pedestrian paths use similar designs and signage no matter what jurisdiction they are in, transit-supporting land use policies share common elements,

and alternative fuel facilities are recognizably similar wherever they are located.

- Second, it is externally integrated, by coordinating Active Transportation decisions with those in the Arterials, Highways and Freeways Element and the Transit Element. External Integration also includes linking to the regional transportation system in adjacent counties. External Integration also requires identifying and prioritizing programs and projects that are important to STA's member and partner agencies.
- The Active Transportation Element will serve as a guide to planning and engineering professionals in Solano County's jurisdictions. The Element can also serve as a platform that interested members of the public can utilize to engage their city's planning and public works staff and local City Councils for the betterment of the community in which they live.

The Active Transportation Element is summed up in its purpose statement:

Active Transportation Element Purpose Statement:

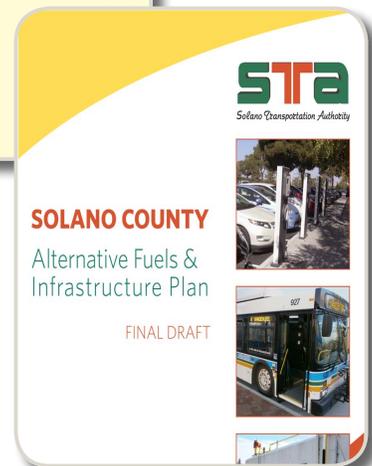
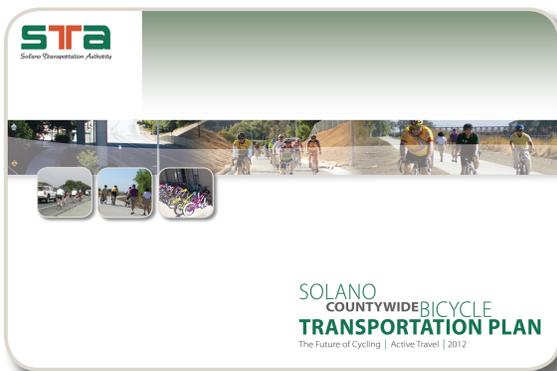
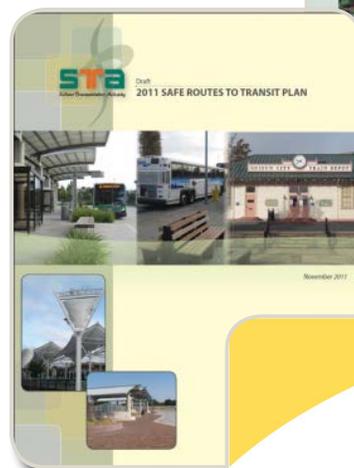
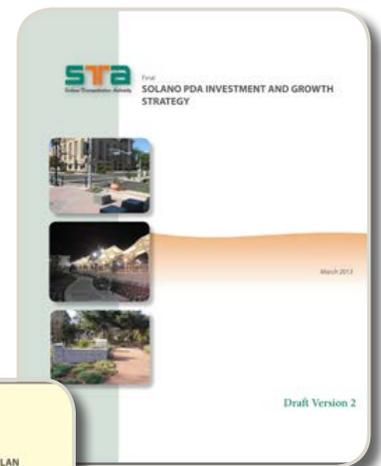
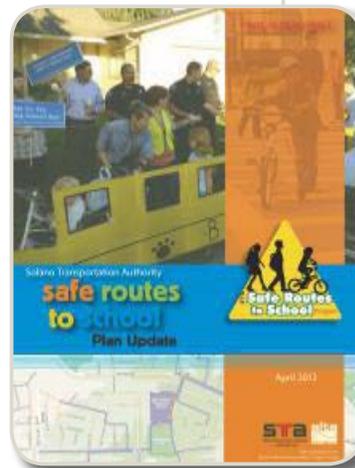
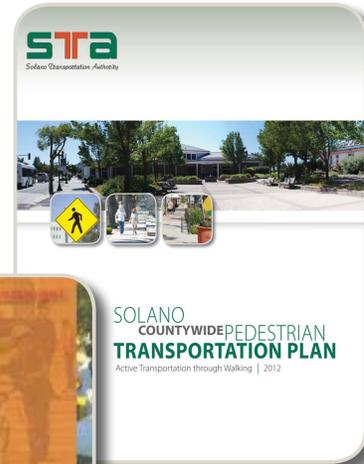
"One County, Many Choices ~ Provide a balanced transportation system that is an alternative to the single occupant car, and support local land use options that take advantage of this system.





Finally, the Active Transportation Element and particularly its subsidiary plans (such as the Countywide Bicycle Transportation Plan, the Countywide Pedestrian Transportation Plan, Transportation for Sustainable Communities Plan, Alternative Fuels and Infrastructure Plan, Safe Routes to Transit, and the Safe Routes to Schools Plan), can be adopted by the seven cities and the County of Solano that make up the STA. This allows the local communities to incorporate plans that are consistent with the regional plan with minimal use of staff and financial resources. This also helps to make these projects eligible for regional, state and federal funding.

As a component of the Solano CTP, the Active Transportation Element encompasses subsidiary planning documents (such as the Countywide Bicycle Plan, the Countywide Pedestrian Plan and the Safe Routes to Schools Plan), with a long-range overall planning horizon to the year 2040. Each member jurisdiction of the STA is encouraged to incorporate the Plan's recommendations into their local planning policies and road standards. The STA, with the Plan as the basis, will help local agencies seek funding sources to implement the projects at the local level. It is expected that through individual and combined efforts that many of the proposed projects contained within this Plan will be implemented over time.





Chapter 3 - Active Transportation System: Element Goals and Goal Gap Analysis

Two things are essential to moving forward in a constructive and efficient manner – knowing where you are and knowing where you want to be. This third chapter of the Active Transportation Element fulfills the first purpose of the Element by, in Section 1, defining and identifying the current Active Transportation system. Next, the section lists the goals of the Element as adopted by the STA. Finally, the Goal Gap Analysis section looks at the gap between where the system is now and where the goals want to take it.



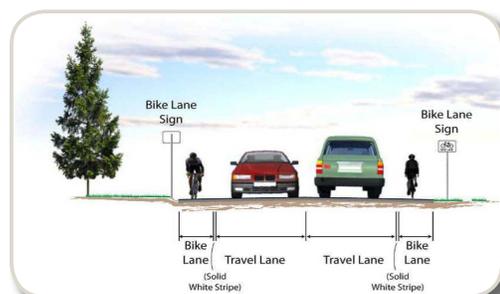
Section 1 - Active Transportation System defined

Since the Active Transportation Element deals with bicycle and pedestrian travel (including Safe Routes to Schools and Safe Routes to Transit), alternative fuels and land use, the “system” is those facilities that provide or support those modes. The details are laid out below. In many instances, there is significant overlap in facility use. For example, the same facility may be both a bike path and a walking path, and may provide access to a school or transit center. This is especially true of the “active transportation” modes of bicycling and walking. Active Transportation - Bicycling: Bicycle facilities are grouped into three categories:

- Class I – paths and trails that are exclusively for the use of bicyclists (and often also accommodate pedestrians), and do not provide access to motorized vehicles.

- Class II - bike lanes, which are portions of roadways dedicated to bicycle use.
- Class III – bike routes, which are roadways with special signage indicating that the roadway is shared by both bicycles and cars. Most local residential streets and collectors act as Class III facilities, whether or not they are designated and marked as such.

The primary guiding document for bicycle system planning in Solano County is the Bicycle Transportation Plan. The Bicycle Plan Vision Statement is “Complete and maintain a countywide bikeway network that will service the transportation needs of bicyclists in Solano County.” The main purpose of the Solano Countywide Bicycle Plan is to encourage the development of a unified bicycle system throughout Solano County. The system consists of the physical bikeway routes, wayfinding signage, and associated amenities such as bicycle lockers, showers, etc. The Plan focuses on a bikeway network that will provide origin and destination connections in Solano County as well as to surrounding counties. This Plan strives to identify regional bikeway facilities that are consistent with the local facilities planned in each of the STA’s member agency’s jurisdiction, and regional facilities in neighboring counties. Additionally, it contains policies that are designed to support and encourage bicycle transportation; design standards for use in implementation efforts; and promotional strategies.





The Plan notes that a consistent bicycle network with either bike lanes or wider curb lanes and signing has been partly constructed in Solano County, but has not been completed. In some instances design decisions have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of bicycle transportation. One intent of the Plan is to reduce the accident and fatality rate for bicyclists through design standards and guidelines, education, and enforcement.

Access for bicyclists to recreation, school, shopping, work, and other destinations is hampered in some instances by the long distances between major destinations. In others, the barriers posed by highway corridors and geography are barriers to bicycle use. By providing an integrated bicycle network and addressing barriers, the Plan hopes to increase the share of bicycle trips from 1% to 2%.

The Countywide Bicycle Transportation Plan recommends the completion of a comprehensive bikeway network and support facilities, along with new educational and promotional programs to improve conditions for bicyclists in Solano County. The primary countywide system calls for the implementation of approximately 145 miles of bikeways connecting all of the member

agencies at an estimated cost of approximately \$80 million over the 25-year life of the plan.

The priority projects identified for implementation in the short-term (next five years) include:

- Jepson Parkway Bikeway Phase I – planned cross-county route from SR 12 in Suisun City north to Leisure Town Road in Vacaville
- Dixon West B Street Bicycle-Pedestrian Undercrossing – a critical safety improvement and multi-modal connection to a future train station
- Vacaville-Dixon Bicycle Route (Hawkins Road)
- Vacaville Ulatis Creek Bicycle Facilities
- Bicycle and Pedestrian Wayfinding Signage - Countywide Plan





Active Transportation - Walking: Pedestrian facilities include sidewalks, class I paths, and amenities such as benches, interpretive signage, and landscaping. The inventory does not include the hundreds of miles of sidewalks on local streets of all types, even though these are used on a daily basis by Solano residents, workers and visitors.

The primary guiding document for planning the Solano County pedestrian system is the Countywide Pedestrian Transportation Plan. The Pedestrian Plan Vision Statement is “

To facilitate and provide safe and efficient pedestrian travelling as an everyday means of transportation in Solano County.” The Countywide Pedestrian Plan is intended to directly benefit local agencies by providing more attention to needs and opportunities to support walking as a means of transportation and as an integral part of community character;



The main purpose of the Solano Countywide Pedestrian Plan is to encourage the development of a unified regional pedestrian system throughout Solano County. The system consists of physical walking routes in and around activity centers such as transit centers and downtowns; wayfinding signage; and associated amenities such as benches/rest areas.

The Plan identifies safety as the number one concern of pedestrians, whether they are avid or casual recreational hikers/walkers or commuters who get to work by walking for all or part of their trip. A consistent pedestrian network with sidewalks and paths exists in many areas of Solano County, providing safe and convenient walking options. However, complete connections from these paths to activity/transit centers as well as wayfind-

ing signing is lacking in other portions of the county. In some instances design decisions may have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of pedestrians.

The Plan recommends the completion of a comprehensive pedestrian network and support facilities, along with new educational and promotional programs to improve conditions for pedestrians in Solano County.

The pedestrian system calls for the implementation of projects at an estimated cost of approximately \$78 million over the next 25 years. The priority projects identified for implementation in the short-term (next five years) include:

- Dixon West B Street Bicycle-Pedestrian Undercrossing – a critical safety improvement and multi-modal connection to a future train station

- Vallejo Downtown Streetscape Improvements
- Bicycle and Pedestrian Wayfinding Signage - Countywide Plan

Active Transportation – Safe Routes to Schools and Safe Routes to Transit:

Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, incentives, increased law enforcement, and engineering measures. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies. The STA began the development of its Safe Routes to School program in 2008 in response to a childhood obesity epidemic reported in Solano County in 2007. The





program is designed to encourage students to walk and bicycle to school most days of the week to reduce traffic congestion around schools, increase physical activity and create a sense of community. In order to increase the number of walking and bicycling trips to and from schools in the County, the STA SR2S Program works with each community in Solano County to develop and identify engineering projects near schools to make walking and bicycling easier and safer for students. The SR2S Program offers free program events (walk & roll events, bicycle rodeos and safety assemblies) to encourage students to walk and bicycle, and educate students and parents to abide by traffic safety laws near schools.

The STA began this countywide planning process by creating a countywide SR2S Advisory Committee, composed of two public works directors, two bicycle and pedestrian advocates, two school superintendents, two police representatives, an air district representative, and a health department representative.

To create local SR2S plans, the STA created multi-disciplinary community task forces composed of a combination of a City Engineer, Bicycle/Pedestrian Advisory Committee members, City Council appointee, School Board appointee, and a police department representative. Seven Local SR2S Task Forces were formed in the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo.

In 2011, the STA SR2S program re-engaged the SR2S Community Task Forces to identify new priorities for their communities for the Plan update. Each SR2S Community Task Force conducted meetings to discuss SR2S related issues in their communities, conducted walking audits to observe and record safety concerns, issues and

ideas. Additionally, each SR2S Community task force reviewed their respective school improvement plans and prioritized infrastructure projects for their community. The 2013 SR2S Plan update refocuses the goals of the program while providing new and expanded materials for prioritizing future program investments, and also provides local planning chapters for each community and their school district.

The STA and local agencies have funded ___ Safe Routes to Schools projects, worth \$ ___ at the time of their construction, throughout Solano County. These are part of the overall community bicycle and pedestrian system.

Solano County Safe Routes to Transit Plan (ST2T) is similar in concept to SR2S, but is specifically targeted at major transit centers. The purpose of the SR2T Plan is to generate increased transit ridership by identifying specific strategies that improve transit center access and pedestrian and bicyclist safety. The ST2T Plan was adopted in December 2011, and focuses on 5 Transit Centers of Regional Significance



throughout Solano County. The lessons learned from studying these centers, and the types of improvements recommended, are applicable throughout the county, to both existing centers and to new ones that may be built in the future.

During development of the SR2T Plan, STA staff met with local city staff, elected officials and transit site users at each of the 5 selected centers in order to assess how the transit center is used and what conditions require attention. These meetings found that access across public streets to reach the centers provided the greatest risk to bicyclists and pedestrians, and that the transit centers did not create an increased risk of motor vehicle



Alternative Modes Element

accidents.

No projects have been funded solely as Safe Routes to Transit projects. However, several projects (such as the Fairfield Transit Center access improvements and Vacaville's OneBayArea Grant sidewalk improvements at the Vacaville Transportation Center) are identified in the Safe Routes to Transit Plan.

Alternative Fuels. Alternative fuels are, generally speaking, anything that is not a standard gasoline or diesel engine. Common alternative fuel systems are hybrids (gas or diesel combined with a battery or electrical generator), electric batteries, and compressed natural gas, although many others also exist. The Alternative



Fuels system consists of centralized fueling stations for CNG, charging stations at public facilities for electrical vehicles and plug-in hybrids, and maintenance facilities for alternative fuel vehicles.

Land Uses. This is the most difficult category to list, since individual developments (such as retail centers, housing developments or mixed use multi-story buildings) that support Active Transportation are primarily built as stand-alone projects that meet market demands; they contain, rather than consist of, facilities that support Active Transportation of transportation. The best measure of assessing progress for Active Transportation

land uses are the projects built with Transportation for Livable Communities (TLC) funds, and the 12 Priority Development Areas (PDAs) designated in Solano County. PDAs are locally selected, but must be approved by the Association of Bay Area Governments (ABAG). PDAs are areas that provide a higher than normal density of land use (typically focused on housing and supporting commercial, but may also be employment-centered) and are supported by frequent transit service. The TLC projects and PDAs in Solano County are listed below.

In March 2012, the STA adopted its Transportation for Sustainable Communities (TSC) Plan. By creating communities that offer transportation options and encouraging development patterns that foster multi-modal transportation, the STA and partner agencies reduce dependence on single-occupant vehicle travel. The TSC Plan seeks to provide a balanced transportation system to enhance the quality of life, support economic development, and improve accessibility for all members of the community by efficiently linking transportation and land uses utilizing multiple transportation modes. The purpose of the TSC Plan is to help the STA and its member agencies pursue and allocate funding to implement strategic projects and programs, which result in sustainable communities.





A Working Group was established to provide guidance for TSC Plan development. The Working Group included public works, transit and planning staff from each of the cities and the County of Solano. The Working Group was responsible for reviewing a series of memorandums prepared for the TSC Plan prior to presentation to the STA's Active Transportation Policy Committee and both the STA Bicycle and Pedestrian Advisory Committees. Participants of the Working Group were an integral part in fact-finding and data gathering for projects and planning activities within their jurisdiction.

The TSC Plan contains a list of prioritized improvements for each PDA. This assisted STA in making OBAG funding decisions in March of 2013, and can do so again as future funds become available. It can also assist each of the 7 cities in making local PDA investment decisions.

Priority Conservation Areas (PCAs) are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Designation of PCAs is made by ABAG. There are 5 designated PCAs in Solano County, and 1 PCA application (Suisun Valley) approved by Solano County and awaiting ABAG approval. PCAs serve an agricultural and open space role similar to PDAs for urban development. STA is developing a PCA Assessment and Implementation Plan to identify and prioritize transportation improvements that support access to and appropriate use of PCAs. An expected area of focus of this plan will be access by local residents (and visitors) to local direct-to-consumer sales stands, such as exist in the Suisun Valley. Additional emphasis on access to open space areas is also expected to be a part of the PCA Assessment and Implementation Plan. Upon its adoption by the STA Board, the PCA Assessment and Implementation Plan will become a part of the Active Transportation Element.





Section 2 – Active Transportation System Goals

GOALS: Goals are general descriptions of the desired overall nature and state of the system. Some goals are specific and tangible, while others are more aspirational. In order to implement the Purpose of the Solano CTP and the Active Transportation Element of the Solano CTP, the following goals have been adopted by the STA for the Active Transportation Element:

Active Transportation – Bicycle and Pedestrian

1. Plan and construct a county-wide bicycle system with the following features:
 - a. A system of links consisting of Class I, II and III facilities, appropriate to their location, that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties.
 - b. For projects requesting STA administered funding, ensure support facilities such as shade, water and bike lockers at key system nodes and activity centers.
 - c. Consistent signage to identify system segments and provide wayfinding information.
 - i. Signage to identify system segments
 - ii. Signage to provide wayfinding information
2. Plan and construct a county-wide pedestrian program.
 - a. Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs).
 - b. Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail and the Ridge Trail, and regional parks and recreational areas. Seek out opportunities to use the same facility for both local and regional trails.
3. Maintain a public process to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian plans.
4. Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained.
5. Implement the California Department of Transportation and the Metropolitan Transportation Commission's Complete Streets policies for projects involving STA administered funds.
6. Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities.
7. Encourage end-user focused bicycle and pedestrian facilities planning at transit facilities and by employment centers and academic institutions.
8. Improve travel safety for cyclists and pedestrians through development and implementation of pro-



grams such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).

9. Maintain separate Bicycle and Pedestrian Advisory Committees to provide different perspectives for the two modes of travel to the STA Board.

10. Maintain a Safe Routes to School advisory committee to review community projects and programs for Safe Routes to School funding.

11. Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies.

12. Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit.

13. Continue to provide a financial incentive for the purchase of bicycles to be used for commuting through the Solano Napa Commuter Information program.

14. Develop and implement a plan to improve transportation resources supporting Priority Conservation Areas.

Alternative Fuels

15. Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.

a. Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County.

b. Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles.

16. Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles.

Sustainable Communities Development

17. Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all transportation options. Support transportation facilities in Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of





projects in PDAs.

18. Coordinate funding from various regional, state and federal sources, including OneBayArea Grants, clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations.

19. Assist local jurisdictions in identifying and obtaining funds to support planning documents for PDAs and TOD. This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.

20. Maintain and update the Napa-Solano Travel Demand Model which includes land use forecasts that it can be used to support analysis of the implementation of Sustainable Communities Development projects.

Section 3 – Goal Gap Analysis

Appendices A1 and A2 are the Active Transportation Element State of the System Report and Active Transportation Element Goals Gap Analysis, respectively. These are detailed descriptions of the current status of the various components of the Active Transportation system—alternative fuels, bicycle, pedestrian, transportation energy solutions, and transportation for sustainable communities planning.

The Goal Gap Analysis measures how well the 18 Active Transportation Element Goals are being met as of March 2010. A summary of their most important findings follows.

- STA and its member agencies have completed the task of identifying a countywide bicycle network,

and are in the process of constructing that network. The bicycle system consists of a linked series of Class I and Class II facilities from Davis and the Yolo/Solano county line, along rural roads to and through Dixon to Vacaville; from there, along the Jepson Parkway to the Fairfield Linear Park, the North Connector, across the hills by way of McGary Road and the Solano Bikeway bike path, and finally along city streets in Vallejo to the Carqinez Bridge.

- STA and its member agencies have completed the task of identifying a countywide pedestrian network, and are making progress in completing that network. In some areas, the Pedestrian network is the same as portions of the Bicycle network and corresponds with Safe Routes to School and Safe Routes to Transit projects.

- Local connections into these regional bicycle and pedestrian system are incomplete, and are recommended as the next priority for construction.

- Wayfinding signage scaled for bicyclists and pedestrians is desired within each agency throughout the county.

- Automobile-bicyclist and automobile-pedestrian related traffic collisions have continued to decline over the past decade; this suggests that awareness and engineering system wide has improved the safety for all users. The most dangerous activity for bicyclists and pedestrian remains crossing a street.

- STA and its member agencies are working together to increase access to alternative fuel vehicles and infrastructure in public fleets, including transit fleets.

- The Transportation for Livable Communities program has helped member jurisdictions develop plans and construct projects that improve the us-



ability of important destinations for pedestrian and bicycle travelers, as well as improving the overall usability of these areas. ABAG's new Priority Development Area program, successor to MTC's TLC program, is expected to continue this trend. Solano's seven cities have identified 12 PDAs to help focus investments in the future.

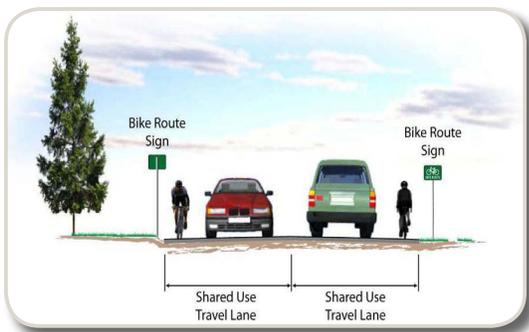
The primary gap identified in the Goal Gap Analysis is one of network completion. STA and its member agencies, through the adoption (or pending adoption) of the various Active Transportation component plans, have identified the network of bicycle and pedestrian facilities, alternative fuel facilities and focused land use centers that support the use of Active Transportation of travel. A second important gap is the relative lack of support facilities on routes and at destinations, including wayfinding signs, bicycle lockers and rest facilities. The need to expand support facilities also applies to the Alternative Fuels field, since alternative fuel vehicles are impractical without supporting infrastructure.





Chapter 4 - Resources Available to Move Solano Forward

Objects that are either at rest or in motion tend to stay that way, unless some sort of energy is applied to change that condition. If the Active Transportation system has not reached its ideal state – and the previous chapter shows where it has not – then some sort of energy is needed to move it from where it is to where



it should be. Some of those resources are community involvement and staff time, from both STA and its partner jurisdictions at the local and regional level. The primary resource, however, is the application of funds to get projects built. This chapter identifies those resources that are available, starting with financial resources. It is important to also refer to Chapter ___Number___ of the Solano CTP for a larger discussion of resources and balancing of priorities between the various Elements.

It should be noted up front that the funding available for Active Transportation projects and programs has changed significantly in recent years. Previously, MTC allocated specific funding to projects that are part of its regional bicycle system. In 2012, as part of the update of the RTP, MTC created the OneBayArea Grant (OBAG) program. OBAG grouped funding for a number of different project types, including bicycle and pedestrian projects, TLC and local streets and roads maintenance, all into a single block grant. The STA has been tasked to decide how much of this funding will go towards Active Transportation projects, and which projects and programs

should be managed by the member agencies.

With that being said, the following is a list of fund types that can be used for Active Transportation projects and programs, as of the beginning of 2013.

Federal

Federal funds for transportation projects come from the transportation legislation approved by Congress, and periodically renewed. For most of the time period of the 2005 CTP, the federal transportation bill was called SAFETEA-LU, which stands for Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users. In 2012, a new two-year transportation bill was approved, known as Moving Ahead for Progress in the 21st Century, or MAP 21.

Federal funds that can be used for bicycle and pedestrian projects are typically in one of two fund categories: Surface Transportation Program (STP), which can be used for capital projects, concept planning and operations and maintenance; and, Congestion Mitigation and Air Quality (CMAQ), which is limited to capital projects or programs that have a direct impact on reducing congestion or air emissions. A final category of federal funds is Transportation Alternatives (similar to the previous Transportation Enhancement category).





Federal funds that can be used for Active Transportation projects and programs are distributed in one of two ways. The first is by way of a formula to states, and then to Metropolitan Planning Organizations (MPOs), such as MTC for the Bay Area, then to county transportation agencies such as STA, and then ultimately to local agencies such as Solano’s seven cities and the County of Solano . Therefore, although these are federal funds in origin, they are considered regional funds because they are distributed at the regional level, and often have additional regional restrictions put on their use.

The second method is through federal grant programs where applications are made directly to a federal or state agency, and the grant is in turn provided directly to the implementing agency. In previous years, members of Congress and Senators could “earmark” funds for specific projects in their districts. Since 2010, however, federal funds have not been earmarked, and the Solano CTP is based upon the assumption that earmarking will not return.

State

The primary source of bicycle and pedestrian funding from the State of California is the Transportation Development Act (TDA) Article 3. TDA funds are derived from a one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and bicycle and pedestrian purposes.

Because TDA Article 3 funds are based upon sales tax re-

ceipts, they vary from year to year. For fiscal year 2012-13, STA’s TDA Article 3 allocation was \$277,662.

An important use of TDA funds is the periodic update of the countywide bicycle plan. TDA Article 3 funds can be used every 5 years to fund bicycle planning activities. A second important consideration is that TDA funds are considered local funds, and can therefore be used as the local match to federal funds.

The State Transportation Improvement Program (STIP) and State Highway Operation and Preservation Program (SHOPP) funds are used for construction for new roadways and maintenance of existing roadways, respectively. STIP is not used to fund construction of new stand-alone Active Transportation facilities; however, it can and is used to fund the roadway portion of a project, with other sources, such as TDA Article 3 funds, used for bicycle and/or pedestrian facilities.

Regional

As noted above, regional funds for bicycle, pedestrian and/or land use (PDA) projects have now been grouped by MTC into the OBAG process. For the Fiscal Year (FY) 2012-2013 through 2015-2016 (FY 12-13 through FY 15-16), STA dedicated \$3.8 million for bicycle and pedestrian projects.

In addition to these funds, there are regionally competitive grants for PDAs administered by MTC. In the past, Solano projects have been funded through the regional TLC





planning and project grant program. With the recent creation of PDAs, MTC has placed a greater emphasis on funding the type of projects that are found in PDAs in the inner Bay Area, and projects in the North Bay suburban counties such as Solano, Marin, Napa and Sonoma are rarely funded.

Regional funds also include bridge tolls that come back to Solano County on a formula basis, and can be used for projects that reduce bridge traffic. This includes transit centers. These are known as Regional Measure 2 or RM 2 funds. While RM funds cannot directly support Active Transportation projects, they can pay for transit projects that include Active Transportation Elements, such as bicycle lockers or alternative fuel connections.

Finally, Plan Bay Area has funds for SR2S programs that

are distributed based on a school age enrollment formula. For FY 12-13 through FY 15-16, STA's regional SR2S share is \$822,000.

Both the Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) have funds that can be spent on alternative fuels projects and Active Transportation programs. The BAAQMD program is called Transportation Funds for Clean Air (TFCA), and has two components: regionally-competitive funds administered by BAAQMD staff and focused on projects with a regional impact, and CMA Program Manager funds, with projects selected and administered by STA. The YSAQMD Clean Air Fund program is guided by a Solano advisory committee, but recipients are selected by the YSAQMD Board.

Table 1 – Total Funds Received and Anticipated

	2009-10	2010-11	2011-12	2012-13
Federal Earmarks	\$3,923,846	\$451,000	\$997,200	\$2,816,000
Regional STP	\$85,000	\$2,615,000	\$5,978,000	\$1,094,000
Regional STP - SRTS	\$0	\$35,000	\$0	
Regional CMAQ*	\$580,000	\$4,015,000	\$2,064,906	\$1,394,000
Regional CMAQ - SRTS	\$0	\$607,000	\$300,000	
Federal SRTS				\$500,000
STP for Regional Planning and PPM	\$2,166,000	\$0	\$2,673,000	\$333,000
STIP for Regional Planning and PPM	\$589,000	\$589,000	\$229,000	\$229,000
State STIP (ET, TA, IIP)	\$24,540,000	\$11,142,000	\$0	\$18,274,000
TDA Article 3	\$ 297,657	\$ 266,498	\$ 257,591	\$277,662
TFCA Program Manager Funds	\$ 310,260	\$279,622	\$280,000	\$279,828
YSAQMD Funding	\$260,000	\$262,500	\$244,000	\$290,000

*** Does not include transit funding (i.e., Lifeline funded, etc.) - only CMAQ for capital projects**

As discussed above, some, but not all, of these funds can be used for Active Transportation projects or programs. As a result, it is not possible to accurately project available Active Transportation funds in future years.



Chapter 5 - Making Choices on How to Move Forward

The second chapter identifies the main gaps in the Active Transportation system as facility gaps – the network is not complete, and the supporting facilities are not in place. The third chapter identified the funding sources and amounts available for constructing Active Transportation projects and administering Active Transportation programs. There are more projects and programs desired than there are resources to provide them. Chapter four is where specific policies are identified to fill in the gaps between the current and future system. It contains the policies that will help guide STA when it makes funding decisions related to Active Transportation investments.

As was noted previously, there are three levels of nomenclature used:

- Goals – Overall statements of the desired future condition of the system.
- Policies – statements that help guide choices so that goals can be achieved. Policies must advance one of more of the Element goals.
- Milestones – short-term, measureable achievements that indicate if policies are helping to achieve goals.

Before listing the Active Transportation Element policies and milestones, it is worth re-stating three principles that guide the Solano CTP. The first two principles are the

major themes of the 2012 Solano CTP: Strengthen the System and Reduce Stress by developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor (Interstate highways 80, 680 and 780). The third principle is Supporting Member Agency Decisions, but doing so Within a Regional Framework. The following policies are designed to help implement all of the CTP and Active Transportation Element goals, but these three principals have been paramount in the development of the policies.

As mentioned earlier in this Element, one of the primary long term goals of the Active Transportation Element is nearing completion – construction of a cross-county network of Class I and Class 2 bicycle facilities. With the pending funding and completion of the Vaca-Dixon Bike Route and the Jepson Parkway, it will be possible for bicyclists to ride from the Yolo County border, across Solano County, and to cross into Contra Costa County, all on a dedicated bicycle system.





Active Transportation Policy (AMP) 1: Identify, develop and maintain an integrated county-wide Active Transportation transportation system that includes the features listed below. This Policy advances all Active Transportation Goals. This network will include:

- An intercommunity network of bicycle and pedestrian paths that connect all of the jurisdictions in Solano County with each other and with the surrounding Bay Area and Central Valley regions.
- Connections from the intercommunity network to activity nodes in each community.
- Facilities along the network and at activity nodes that support and encourage system use.
- Support facilities for Alternative Fuel vehicles, including refueling/recharging stations at transit centers and other activity nodes.
- Encouragement of and incentives for land uses that support and connect to the Active Transportation network.

Discussion – The overall Active Transportation system should work to knit the communities of Solano County together with each other and with the region. As the intercommunity network nears completion, the focus of the active transportation system will shift to connections to activity nodes, development of support facilities, and system maintenance. The Alternative Fuels system is still in its early development stage, so converting public fleets (with an emphasis on transit fleets) and creation of the initial supporting infrastructure network available to the public will still be the focus in this segment of the Active Transportation system.

Policy Milestones - none. The Active Transportation Goals that follow have milestones that will show progress in implementation of Active Transportation Policy 1.

AM Policy 2: Identify and prioritize Active Transportation and Land Use projects based primarily upon decisions made by STA member agencies. Advance projects that are not priorities for STA member agencies only when no local plans exist, when they are contained in an adopted regional plan, or when they provide a clear countywide or regional benefit. This Policy advances Active Transportation Goals 3, 4, 5, 8, 9, 15 and 17.

Discussion - While STA is a Joint Powers Authority (JPA) with its own by-law and governing board, and is authorized in state legislation, it is also an organization that governed by elected officials, and advised by professional staff and citizens from the 8 member jurisdictions. STA is most effective when it plans for and delivers projects and programs with local agency participation. This policy reinforces STA's dedication to first advancing projects that have a local commitment.

It also recognizes that, on occasion, there will be projects that are important on a countywide or regional basis, but that are not a top priority for any one member agency. In these cases, STA may choose to prioritize such projects based upon the regional benefit.

Policy Milestones:

When STA Active Transportation plans and funding plans are adopted, do they prioritize projects that meet the criteria of Active Transportation Policy 2? If yes, this Milestone is being met.

AM Policy 3: Develop and periodically update county-wide plans for each of the focus areas of the Active Transportation Element. Use the citizen-based and staff-based advisory committees as the primary means to develop these plans and provide advice on their implementation, while ensuring that countywide and regional projects and policies are also taken into account. This Policy advances Active Transportation Goals 1, 5 and 6.



At a minimum, each plan will include the following:

- A description of the current system covered by the Plan.
- A list of federal and state and regional laws and policies that relate to the system.
- Goals for the future system.
- An analysis of resources and constraints to reaching those goals.
- An analysis of how the specific system interacts with other aspects of the local and regional transportation system.
- A prioritized list of projects and/or programs.

Discussion – These mode-specific plans provide the specific detail needed for collaborative community-based planning. They are developed and maintained through consultation with local committee members local jurisdiction staff and local elected officials. At the same time, because the plans are then developed in a county-wide context with STA staff and ultimately adopted by the STA Board, they include a larger countywide and regional perspective. This combination of local initiation and county-wide adoption creates an effective system for developing a long-range plan and prioritizing the steps needed to achieve it.

These plans should be periodically updated to ensure they remain relevant. A yearly report to the STA Board on the status of the Plan, and a comprehensive review and update every 5 years, is recommended.

Policy Milestones:

When STA Active Transportation plans are drafted and adopted, do they contain the minimum provisions in Active Transportation Policy 3? If yes, this Milestone is being met.

Is any STA Active Transportation plan more than 5 years old? If no, this Milestone is being met.

AM Policy _4: Provide STA funding for planning, construction and operating funding for priority projects and programs identified in STAs CTP and specific plans. Seek out and provide planning funds so that non-priority projects may become ready for implementation once initial priorities have been met. This Policy advances Active Transportation Goals 5 and 16 and CTP Goal ____.

Discussion – The mode-specific countywide plans are vetted at both a local and county wide level, and include priorities based upon a careful analysis and balancing of needs. By limiting funds to those projects that are plan priorities, it avoids having to go through the analytical process a second time, and will advance projects that have already achieved consensus support.

Policy Milestones:

Is this Policy referred to in STA TAC and Board staff reports? Are projects that are receiving STA Active Transportation-related funds contained in STA Active Transportation countywide plans? If yes, this Milestone is being met.

Are STA Active Transportation-related planning funds being allocated to projects that are contained in STA Active Transportation countywide plans? If yes, this Milestone is being met.

AM Policy _5: Improve safety for users of the Active Transportation system. This Policy advances Active Transportation Goal 10.

Discussion – If people feel the system is not safe, they will not use it. Safety should therefore be at the forefront of discussions regarding the design of new elements of the Active Transportation system as well as for decisions regarding system maintenance and modification.

Policy Milestones:



Do all STA Active Transportation plans address safety? If yes, this Milestone is being met.

AM Policy _6: Develop and install countywide signage and mapping system. This Policy advances Active Transportation Goal 13. The system should include the following features:

- Is consistent with standards established by MTC.
- To the extent possible, is compatible with standards used by neighboring jurisdictions such as SACOG.
- Provides on-line mapping and trip planning for Active Transportation users.
- Maximizes the use of existing on-line services, whether public or private, and only uses STA resources to fill in gaps.

Discussion – Wayfinding assists system users in finding where they want to go; this increases user comfort and familiarity with the system, and therefore system use. Effective signage also allows system users to explore and find new destinations. Expanding to on-line mapping and guides allows system users to access information by using home or mobile devices. Finally, by using existing services, STA and its member agencies avoid duplication of costs and maximize the ability of private providers to serve customers.

Policy Milestones:

Does the STA have hardcopy and on-line maps for Active Transportation modes? If yes, this Milestone is being met.

Has the STA adopted a Wayfinding Signage Plan consistent with MTC standards and coordinated with local agencies? If no, this Milestone is not being met.

Has the STA or its member agencies installed Wayfinding

Signs? If no, this Milestone is not being met.

AM Policy _7: Support the countywide implementation of Complete Streets concepts by assisting each member agency in implementing its own Complete Streets program. This Policy advances Active Transportation Goals 6, 7 and 9.

Discussion – Complete Streets is the concept that roadways should support all potential users, and not just standard passenger vehicles. Other users include goods movement vehicles, transit, bicyclists and pedestrians, and those with mobility impairment. Complete Streets are also “context sensitive,” which means that streets (such as those in rural areas) with no transit demand are not required to be designed to accommodate transit vehicles.

The seven cities and the County have all adopted some form of a Complete Streets program, ranging from General Plan and zoning policies to supporting resolutions. STA can help each community implement their Complete Streets program in part by helping adjacent communities coordinate their Complete Street improvements on intra-jurisdictional roadways.

Policy Milestones:

Is the STA assisting each jurisdiction in implementing its Complete Streets program? If yes, this Milestone is being met.

Are projects subjected to public and advisory committee review for Complete Streets issues prior to approval, as required by MTC’s Complete Streets policy? If yes, this Milestone is being met.

AM Policy _8: Develop and implement an Active Transportation maintenance program. This Policy advances Active Transportation Goal 12. The program should include the following:

- Identify a methodology to assess the condition of



Active Transportation infrastructure that is not part of a public street, such as Class I bike paths.

- Conduct a baseline and subsequent periodic assessments of the condition of this infrastructure.
- Identify Active Transportation maintenance needs, and include those needs in appropriate maintenance plans and budgets.

Discussion – Active Transportation capital projects, like all other projects, deteriorate over time, due to both usage and weather. Unless there is periodic maintenance and repair of these facilities, they will eventually lose their usefulness. There are standard methods of measuring the status of roadways that can be applied to many Active Transportation facilities, such as bike paths and Safe Routes to Schools crosswalks and sidewalks. Other facilities, such as alternative vehicle support infrastructure, do not have clear maintenance measures. This policy calls for maintenance measures to be set for all aspects of Active Transportation, for some resources to be dedicated to measuring those standards, and for maintenance budgets to consider inclusion of Active Transportation facilities.

Policy Milestones:

Has the STA adopted an Active Transportation maintenance program with the features listed above? If yes, this Milestone is being met.

AM Policy _9: Continue to implement incentive programs for Active Transportation users in order to increase the proportion of trips taken using Active Transportation. This Policy advances Active Transportation Goals 2 and 14. Include the following incentive programs:

- Continue to implement the SNCI Commuter Bicycle Incentive Program.
- Continue to provide incentives for the annual Solano Commute Challenge and Bike to Work Day events.

Discussion – Incentive programs are low-cost methods that support individuals interested in beginning to use Active Transportation. This currently includes assisting with the purchase of a commuter bicycle, the regional Bike to Work Day, and the local Commute Challenge campaign.

Policy Milestones:

Does STA provide incentives for purchase of commuter bicycles? If yes, this Milestone is being met.

Does STA provide incentives for Solano Commute Challenge and Bike to Work Day participants? If yes, this Milestone is being met.

AM Policy _10: Funds from sources related to land use and transportation linkages should be prioritized for projects located in Priority Development Areas and Priority Conservation Areas. This Policy advances Active Transportation Goals 5, 15, 16 and 17.

- Within PDAs, funds should be prioritized first to support transit centers, second to connect transit centers to other uses, and third for projects that involve creation of new housing or new jobs.
- Within PCAs, funding should be prioritized on providing and maintaining access to key nodes such as direct-to-customer agricultural sales, trailheads into open space areas, or regional produce processing facilities.

Discussion – PDAs and PCAs are just that – priority areas. They are areas of concentrated activity or resources that can best be utilized when concentrated access is provided. In the event of some PCAs, this will not be the case, as they are areas of passive use (watersheds) or private agricultural production. In others cases, such as the direct-to-consumer agricultural sales areas in the Suisun Valley, PCAs provide more effective support of agriculture when there is easy access for bicycle and pedestrian users (as well as automobiles). This policy is intended to prioritize the concentration of transportation resources in those areas of concentrated use.



Alternative Modes Element

Policy Milestones:

Is support of PDAs and/or PCAs a factor in prioritizing projects for receipt of STA funds? If yes, this Milestone is being met.

AM Policy _11: Develop and implement a countywide Alternative Fuels feasibility and implementation plan. This Policy advances Active Transportation Goal 1.

Discussion – While much of the Active Transportation Element focus is on active transportation choices and supporting land use decisions, alternative fuels are another aspect of the Element. Development of an Alternative Fuels feasibility and implementation plan is underway, and should be completed by the end of 2013. This plan will set out overall Alternative Fuels priorities and identify specific projects and programs for funding. As with the bicycle, pedestrian and safe routes to schools plans, many of the priorities will be identified at a local level, and will build upon local efforts and priorities.

Policy Milestones:

Has the STA adopted an Alternative Fuels plan? If yes, this Milestone is being met.

Are funding decisions related to alternative fuels being based upon guidance found in the Alternative Fuels plan? If yes, this Milestone is being met.

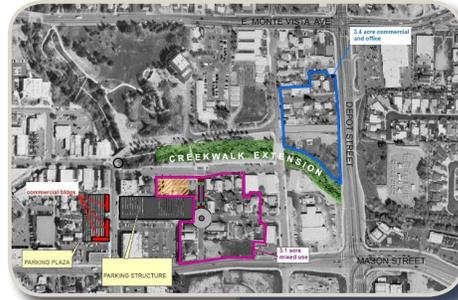
AM Policy _12: Examine and expand on Public Private Partnerships (P3s) for Active Transportation facilities. This Policy advances Active Transportation Goals 1, 2, 16 and 17.

Discussion – P3s are another tool for bringing the private sector into the field of transportation. Some areas, such as provision of fuel for alternative fuel vehicles or the management of parking facilities, are fields where the private sector is active, while others, such as operation of transit stations, are more typically the realm of public agencies. P3s can

provide public projects access to private sector financial and management expertise, as well as providing private sector players access to new customers. Rather than specifying projects and programs for P3s, this policy encourages their use where appropriate, and leaves decisions on what is appropriate to each individual case.

Policy Milestones:

When Active Transportation projects are being considered, are P3 alternatives analyzed? If yes, this Milestone is being met.





Chapter 6 - Priorities

Priorities need to be set when resources are outstripped by demand, and that is certainly the case with the Active Transportation Element. For example, the Countywide Bicycle Plan has identified \$80 in projects, but only \$20 has been available over the past 10 years to complete bicycle projects. A similar disparity between needs and resources is found in the fields of pedestrian, safe routes to school and alternative fuels projects.

One option that is available, and that has been followed in the past by Solano County prior to 2000, is to advance as many projects as possible. This allows almost all projects to make slight progress; then, when one or two reach the point of construction, they can receive the funds needed for completion. The result of this policy has been to have many projects that have made slow progress towards construction, but few that have actually been built, and therefore provide little benefit to the public. A common popular saying is “when everything is a priority, nothing is a priority,” and it clearly applies when it comes to funding transportation projects.

STA is comfortable with the idea that its advisory committees and plans can effectively identify the projects that are most suitable for prioritized funding. The main choice for prioritization of Active Transportation funds is then to Focus Targeted Active Transportation Funds on Tier 1 Projects from Active Transportation Plans. For example, when STA has the ability to program funds that are targeted to Alternative Fuels, they would go towards priority projects in the (pending) Alternative Fuels plan. The same would apply for Safe Routes to Schools and other Active Transportation fund sources.

The more difficult challenge is to prioritize funds that can be used for more than one Alternative Mode, or for projects or programs that cut across multiple elements. As noted in the other Elements, the CTP will not set a priority of one type of transportation above another, but will

instead look at the best opportunity and most pressing need identified at the time the funds are available.

Within the Active Transportation Element, the prioritization for flexible funds is:

1. Safe Routes to Schools projects and programs
2. Bicycle and Pedestrian projects that support PDAs or PCAs
3. Alternative Fuels infrastructure projects that include public access

The reasoning for this prioritization is that Safe Routes to Schools is a new but well defined program, and has the best opportunity to present low cost but high impact projects to choose from. Safe Routes to Schools also has a large number of direct beneficiaries. Also, Safe Routes to Schools helps train and motivate future users of the bicycle and pedestrian system, and addresses health concerns that are important, even though they are beyond the scope of this CTP.

The focus of Bicycle and Pedestrian projects supporting PDAs and PCAs supports the Transit Element and, at the same time, support the downtown revitalization efforts present in all 7 Solano cities.

The Alternative Fuels infrastructure projects that include public access provide direct user benefits, reduce demands on public budgets, and help establish a foundation from which market choices can be made by individual consumers/travelers.

Finally, these three priorities have the added benefit of aligning with the policy direction of Plan Bay Area. This helps advance the Solano CTP goal of supporting local decisions within a regional context, and makes these priorities more likely to receive regional funds in the future.



Alternative Modes Element

This prioritization does not mean that projects or programs that do not fit neatly into one of these three priorities cannot receive funding. It does, however, mean that these sorts of projects will be highly ranked for competitive funds, and that agencies trying to decide what sort of projects should receive initial local planning funds will know what sort of projects are likely to be more competitive for federal, state and regional funds.





Chapter 7 - Assessing the Active Transportation System

The prior chapters of the Active Transportation Element of the Solano CTP establish goals, and set out a roadmap for achieving those goals. This chapter talks about how the STA, the seven cities and Solano County, the partner agencies and members of the public will actually be able to assess progress towards milestone and goals, as well as how the overall Active Transportation system is performing.

Progress

The establishment of Goals and Milestones for Active Transportation provides all of the tools needed to measure progress in implementation of the Active Transportation Element. The Milestones are especially effective because they are presented in a question format with a clear yes-no answer. On an annual basis, therefore, a report to the STA Board can address each milestone, and consider whether it is being met.

A related task is the occasional update of the Solano CTP. Policy Active Transportation 3 calls for the countywide plans to be updated every 5 years. In a similar vein, the overall CTP should be evaluated on a 5-year schedule. This will allow for new goals and milestones to be set, and completed ones to be removed. Several of the countywide plans, such as the Countywide Bicycle Plan, contain a specific network of facilities proposed for construction, and an inventory of how much of this network has been

completed. This inventory is carried over into the Solano CTP. Through this mechanism, the progress on completing the defined systems can also be assessed on a regular basis.

Performance

Performance of the Active Transportation system is more difficult to measure than for other Elements of the Solano CTP. Transit can be measured by ridership and farebox recovery, and roadway performance can be measured by traffic throughput, congestion, and pavement condition index.

SR2S does have effective measures of effectiveness - for example, the change in travel mode by children attending any participating school. Those performance standards are contained in the SR2S plan, and are not re-printed here.

The remaining Active Transportation do not have the same commonly accepted, easily measured indices of performance. A method to assess multi-modal travel, including auto, transit and bicycle/pedestrian travel, has been established, but has not yet been implemented in Solano County. MTC and other regional entities, including other Bay Area CMAs, are beginning to use this technique to assess the performance of the Active Transportation system.





Chapter 8 - Conclusion

Selecting from alternatives can be challenging, but it is an essential step in moving forward. The Active Transportation Element of the Solano CTP sets out a roadmap - albeit one full of choices to make - for the STA, the seven cities and Solano County to use in implementing an effective Active Transportation system for Solano's residents, workers and visitors. In conjunction with the other Elements of the Solano CTP, the Active Transportation Element helps move Solano forward, whether by foot, on a bike or in an alternative fuel vehicle. It serves as evidence that Solano chooses not to stand still.





DATE: December 2, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Status of SolanoExpress Intercity Bus Funding Agreement/
Intercity Bus Replacement Plan

Background:

Earlier this year, the Intercity Transit Funding Working Group (ITFWG) developed a capital funding plan for the Intercity Bus Replacement. The short term purpose was to agree upon a funding plan for intercity bus replacements for consideration by Metropolitan Transportation Commission (MTC) so Section 5307 funds reserved by MTC could be released to Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) and Vacaville. The longer term purpose was to develop a SolanoExpress capital budget plan so funding partners were aware of the amount of their contribution and year the funds will be needed.

The SolanoExpress capital funding plan identified full funding for six intercity bus replacements in the near term and a balance of 28 buses needed to be replaced over the next 10 years. The ITFWG reviewed six different scenarios for sharing costs among participating jurisdictions. At its meeting on February 19th 2013, the group agreed that in addition to the 20% funding proposed by STA, MTC should be requested to share in 20% of the costs, and the remaining 60% of the costs would be shared among the intercity participants using the same formula used for sharing intercity operating costs. The intercity cost sharing formula is applied to costs by route and costs are shared based 20% on population share and 80% on ridership by residency. The SolanoExpress capital funding plan approved by the STA Board in March 2013 is shown in Attachment A.

Discussion:

STA Board has approved Proposition 1B funds, State Transit Assistance Funds (STAF) and secured federal earmarks to replace the first six buses and to program STAF for future bus replacements. The City of Dixon and Solano County have both requested funding assistance from STA for their cost share from Federal 5311 funds. Both agencies do not receive federal 5307 transit funds and are relied primarily on their local Transportation Development Act (TDA) to fund transit service and capital. The STA Board approved a funding swap of Federal 5311 funding with Transportation Development Act (TDA) funds from the City of Dixon last year. A request of 2013 and 2014 Federal 5311 funding swap from both the City of Dixon and the County Solano is pending Board approval on December 11, 2013. The STA Board has approved funding for the intercity bus replacement as shown in Attachment B.

Intercity Funding Agreement

In November, SolTrans Board approved SolTrans Financial Statement for Fiscal Year (FY) 2012-13. Fairfield and Suisun Transit (FAST) staff are close to completing their Financial Statement. When STA staff receives the actual Cost Allocation Model (CAMS) for the Intercity Routes for FY 2012-13 and the proposed CAMS for FY 2014-15, STA staff can begin to work on the TDA Matrix and be prepared when TDA fund estimates are released in February.

Recommendation:

Informational.

Attachments:

- A. Funding Plan for Solano County Intercity Bus Fleet Replacement
- B. STA Funding Status for the Intercity Bus Replacement

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Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by Nancy Whelan Consulting Feb 19, 2013

Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula

Year of Replacement ^b	Funded		Funded ^a								Total
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23		
Total Buses to be Replaced	3		3	0	14	2	3	5	4	34	
FAST	1		2	0	2	2	3	5	4	19	
SolTrans	2		1		12					15	
Unit Cost -- 45 ft hybrid	\$ 931,730	\$ 961,330	\$ 980,556	\$ 1,000,167	\$ 1,020,171	\$ 1,040,574	\$ 1,061,386	\$ 1,082,613	\$ 1,104,266		
Total Cost	\$ 2,795,190	\$ -	\$ 2,941,669	\$ -	\$ 14,282,389	\$ 2,081,148	\$ 3,184,157	\$ 5,413,066	\$ 4,417,062	\$ 35,114,681	
Funding											
Near Term: 6 Replacements											
Federal Earmarks	\$ 1,260,000									\$ 1,260,000	
Prop 1B Lifeline	\$ 1,000,000									\$ 1,000,000	
Prop 1B Pop Base	\$ 535,190		\$ 2,360,202							\$ 2,895,392	
STAF			\$ 581,467							\$ 581,467	
Longer Term: 28 Replacements											
20% Funding from STA ^c				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
20% Funding from MTC ^d -- Proposed				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
60% Funding by Locals										\$ -	
Dixon	1.9%			\$ -	\$ 274,829	\$ 40,046	\$ 61,271	\$ 104,161	\$ 84,995	\$ 565,302	
FAST	24.3%			\$ -	\$ 3,469,568	\$ 505,566	\$ 773,515	\$ 1,314,976	\$ 1,073,021	\$ 7,136,647	
SolTrans	22.2%			\$ -	\$ 3,176,988	\$ 462,933	\$ 708,287	\$ 1,204,088	\$ 982,536	\$ 6,534,831	
Vacaville	11.0%			\$ -	\$ 1,569,955	\$ 228,765	\$ 350,010	\$ 595,017	\$ 485,534	\$ 3,229,282	
Unincorporated County	0.5%			\$ -	\$ 78,093	\$ 11,379	\$ 17,410	\$ 29,598	\$ 24,152	\$ 160,632	
Total Funding	\$ 2,795,190	\$ -	\$ 2,941,669	\$ -	\$ 14,282,389	\$ 2,081,148	\$ 3,184,157	\$ 5,413,066	\$ 4,417,062	\$ 35,114,682	

Notes

- a. STA Board approved this funding on Feb 13, 2013.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- d. Proposed MTC funding from bridge tolls or Sec. 5307

Solano Transportation Authority Funding Status for the Intercity Bus Replacement

STA Intercity Bus Replacement Share

STA Commitment at 20%	\$ 5,875,565
Board approved for the first six	\$ 581,467
Funding Needed	\$ 6,457,032
Committed STAF Funds	\$ 2,910,224
Proposition 1B Balance	\$ 1,312,050
	\$ 4,222,274
Funding Needed	\$ 2,234,758

Committed STAF Funds for the Intercity Bus Replacement

2006-07	2007-08	2010-11	*2011-12	2012-13	2013-14	Total
\$ 1,000,000	\$ 100,000	\$ 500,000	\$ (500,000)	\$ 1,210,224	\$ 600,000	\$ 2,910,224

*2011-12 - STA Board Approved \$500,000 of STAF for the Intercity Bus Replacement and later in the year approved a fund swap for Lifeline Prop 1B funds for STAF in the amount of \$1 million for SolTrans operating assistance as part of their transitional cost.

Dixon and Solano County Intercity Bus Replacement Share

Dixon Commitment	\$ 565,302
Rio Vista Commitment	\$ 160,632
Funding Needed	\$ 725,934
5311 Funding Swap with TDA	\$ 290,262
Funding Needed	\$ 435,672

Committed 5311 Funds for the Intercity Bus Replacement

2013	*2014	*2014	Total
\$ 70,000	\$ 122,631	\$ 97,631	\$ 290,262

* Pending STA Board Approval December 11th



DATE: December 4, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Solano Countywide ADA In-Person Eligibility Program Update

Background:

The Solano Countywide ADA In-Person Eligibility Program began on July 1, 2013. The new program replaces the old paper-based process in which applicants filled out a lengthy application and obtain a note from their doctor. The goal of a Countywide In-Person ADA Eligibility process is to ensure the consistent provision of paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options. An applicant's functional ability to use and navigate the fixed route service will determine ADA paratransit eligibility and will, in most cases, not be based solely on a medical condition or diagnosis.

Discussion:

During the first four months of the program, there were successes and setbacks for the Solano Countywide ADA In-Person Eligibility Program. While CARE Evaluators received positive comment cards and saw improvement in the time from the call to scheduling an appointment, there were 12 violations of the 21 day ADA determination letter policy between July 1st and Oct 31st. STA staff and several of the transit operators worked with CARE Evaluators to identify the issues that caused the violations and discuss corrective actions CARE would be taking. STA sent a corrective action letter to CARE Evaluators assessing a fine for the violations per the contract. CARE Evaluators assured STA that there would be no more violations during the remainder of the contract. CARE Evaluators CEO, David Lee, also met with transit operators who were affected by the 21 day violations to explain what steps were being taken to correct the problem and address any other concerns.

Since identifying the issue in late October, STA staff has been monitoring CARE Evaluators performance daily to ensure compliance with contract requirements. As of the date of this report, during the month of November, there were no violations of the 21 day policy. The corrective actions taken by CARE Evaluators has resulted in an improvement in the number of days applicants are waiting for their determination letter with averages decreasing from 19 days in October to 13 days in November. STA staff will continue to monitor CARE Evaluators performance on a daily and weekly basis in future months to ensure compliance with contract requirements.

Recommendation:

Informational.

Attachment:

- A. Countywide In-Person ADA Eligibility: October Progress Report

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Countywide In-Person ADA Eligibility Program October 2013 Progress Report

Appointment Volume: Between October 1st and October 31st, the Call Center scheduled 155 appointments. On average the Call Center scheduled 5 appointments per day with a minimum of 1 appointment and a maximum of 12 appointments in one day.

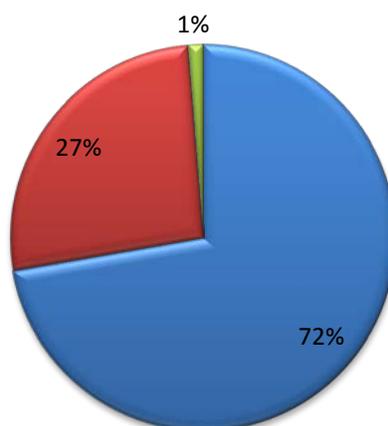
Applicant Volume and Productivity: Applicant volume in October was the same as September, with 155 scheduled appointments in Solano County. Of the 155 scheduled appointments, 112 (72%) of the applicants appeared for their in-person assessment, two applicants were a no show, and 41 (27%) were cancellations. No shows and cancellations provides an incompleteness rate of 28%, which is higher than last month, and above to the 20% national standard for in-person ADA certification assessments incompleteness rate. SolTrans has worked with CARE Evaluators and STA on reducing the number of no-shows, which has shown improvement from the 10 it experienced just two months ago.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	112	2	36	0	49	25
Cancellations	41	0	7	0	21	13
No-Shows	2	0	0	0	2	0
Incompletion Rate	28%	0%	16%	0%	32%	34%

Applicant Volume and Productivity

■ Completed
 ■ Cancellations
 ■ No-Shows

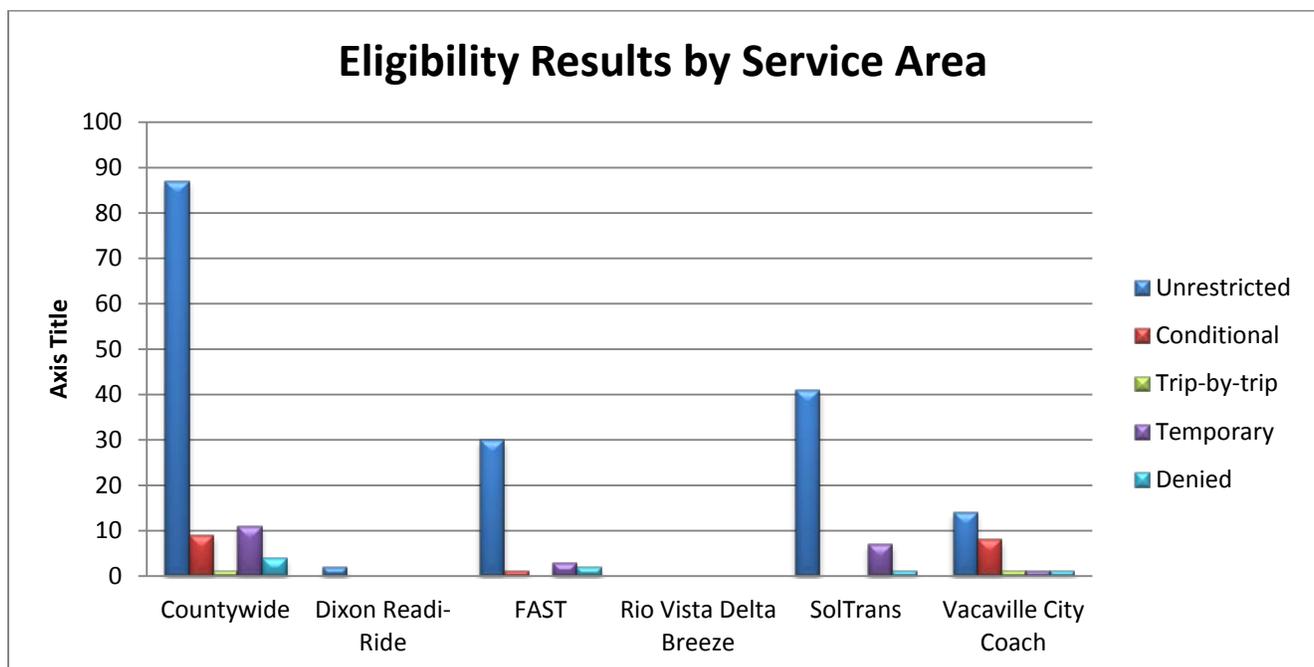


New versus re-certification: 84 of the 112 applicants (75%) were new applicants and 28 (25%) were applicants seeking recertification. There were four (4) denials from 112 completed applications, all of which came from the new applicant category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	61	73%	Unrestricted	26	93%
Conditional	7	8%	Conditional	2	7%
Trip-by-trip	1	1%	Trip-by-trip	0	0%
Temporary	11	13%	Temporary	0	0%
Denied	4	5%	Denied	0	0%
TOTAL	84	75%	TOTAL	28	25%

Eligibility determinations: Of the 112 assessments that took place in the month of October, 87 (78%) were given unrestricted eligibility, 4 (3%) were denied, 1 (1%) were given trip-by-trip eligibility, 9 (8%) were given conditional eligibility, and 11 (10%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	86	2	30	0	41	14
Conditional	9	0	1	0	0	8
Trip-by-trip	1	0	0	0	0	1
Temporary	11	0	3	0	7	1
Denied	4	0	2	0	1	1

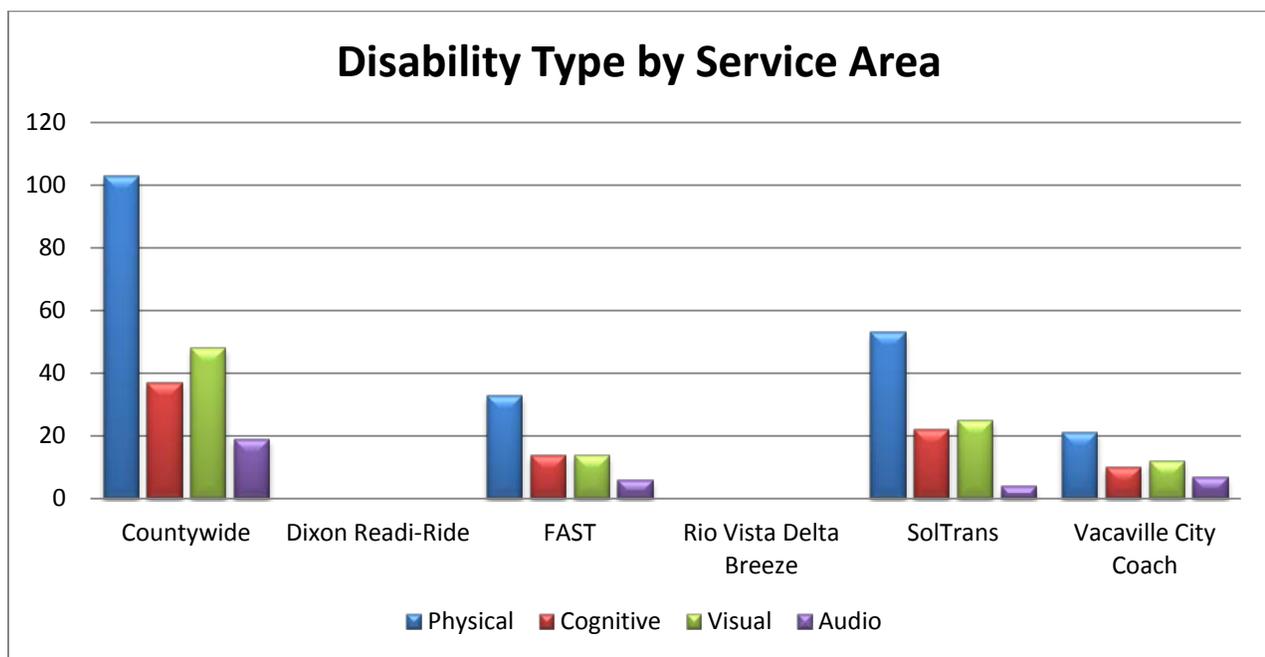


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Sixty-two percent (62%) of all assessments requested a paratransit trip to the assessment site in October. This is a decrease from sixty-five percent (65%) in September.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	43	1	15	0	16	11
Complementary Paratransit	69	1	21	0	33	14

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 (49%) followed by a visual disability (23%) and cognitive disability (17%). The trend is that visual disabilities as a percentage of the total is increasing, going from the third most common disability in July and August, to the second in September and October. An auditory disability was the least commonly reported disability, with (9%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	103	0	33	0	53	21
Cognitive	37	0	14	0	22	10
Visual	48	0	14	0	25	12
Audio	19	0	6	0	4	7



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 five (5) days. The longest amount of time clients had to wait for an appointment in September was 21 days. The goal is for clients to receive an appointment within 2 weeks of their phone call.

In reviewing future appointments in October, C.A.R.E. Evaluators are able to schedule clients in Dixon, Rio Vista, Fairfield, Suisun City and Vacaville for an in-person assessment in their service area within 2 weeks and often times around one week. The issue with Vallejo residents experiencing long wait times has been addressed by adding an additional assessment site and wait times have fallen to two weeks or less.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	5	6	9	0	3	5
Longest	21	20	16	0	21	13

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 19 days, the same as in September. There were three (4) violations of the 21 day ADA determination letter policy in the month of October, the longest being 28 days. Per terms of the contract, STA issued a corrective action letter, which applied a penalty for each violation. STA staff will continue to monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	19	10	19	0	21	18
Longest	28	10	22	0	28	22
Past 21 Days	4	0	0	0	4	0



DATE: December 3, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

The Solano County Mobility Management Program is a culmination two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities.

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:

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:

Mobility Transportation Guide Update

The Mobility Guide for Seniors and People with Disabilities is in the process of being revised and updated with the most current information. Comments were solicited from advisory committee and transit operators and were due November 18th. STA staff is making suggested changes and expects to release the revised Solano Mobility Transportation Guide in December.

Countywide Travel Training

The Request for Proposal (RFP) was approved by Caltrans and was released in early December. Proposals are due on January 15, 2014. The project is scheduled to commence in February 2014 and is expected to be implemented by May 2014.

Mobility Management Website

The Request for Proposal (RFP) was approved by Caltrans and was released in early December. Proposals are due on January 9, 2014. The project is scheduled to commence by February 2014 and is expected to be implemented by April 2014.

One-Stop Call Center

At the October's STA Board Meeting, the One-Stop Call Center was approved to be implemented as a 3-year pilot program. The call center will be a modification and expansion of the existing Solano/Napa Commuter Information (SNCI) call center. STA staff is targeting the new Mobility Management Call Center to be up and running by July 2014.

Recommendation:

Informational.



DATE: December 4, 2013
TO: Solano Express Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Personal Care Attendants (PCAs) on Fixed Route

Background/Discussion:

At the September 24, 2013 meeting of the Seniors and People with Disabilities Transportation Advisory Committee meeting, a question was presented concerning when/if a person care attendant (PCA) on fixed route should be required. Direction was given to STA staff to work with the Solano transit operators to look into the issue and present findings at the next scheduled meeting.

At the October 31, 2013 meeting of the Seniors and People with Disabilities Transportation Advisory Committee, clarification on the context of the question regarding PCAs on fixed route was asked. During the subsequent discussion, the question was raised on whether transit operators allow PCA's to accompany Americans with Disabilities Act (ADA) certified passengers free of cost on the fixed route system. Since each transit operator has its own policy regarding PCA cost to ride on the fixed route system, it was requested that STA staff add this item to the Intercity Transit Consortium Agenda for further discussion.

At the November 12, 2013 meeting of the Solano Express Intercity Transit Consortium, Mona Babauta, SolTrans Executive Director, presented the topic to transit operators. Each individual transit operator is responsible for developing a policy regarding what to charge or not charge, accompanying PCAs riding on fixed route. Following the discussion, STA staff verified the following:

- Vacaville City Coach has no charge for PCAs on fixed-route
- Fairfield and Suisun Transit (FAST) has no charge for PCAs on fixed-route
- SolTrans charges reduced fare (same as passenger) for PCAs on fixed-route

Recommendation:

Informational.

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DATE: December 9, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Wayne Lewis, Fairfield and Suisun Transit
RE: Proposed Fare Adjustments for SolanoExpress Routes 20, 30, 40, and 90

Background/Discussion:

Wayne Lewis of Fairfield and Suisun Transit will provide a presentation on proposed fare changes to SolanoExpress Routes 20, 30, 40, and 90.

Recommendation:

Informational.

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DATE: December 9, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Wayne Lewis, Fairfield and Suisun Transit
RE: Discussion of Clipper Implementation in Solano County

Background/Discussion:

Wayne Lewis of Fairfield and Suisun Transit has requested for the implementation of Clipper in Solano County be placed on the agenda for discussion by the Consortium.

Recommendation:

Informational.

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DATE: November 27, 2013
 TO: SolanoExpress Intercity Transit Consortium
 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, organized by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	New Freedom Program*	Approximately \$1.8 million for Bay Area large urbanized areas	Due January 10, 2014
State			
6.	Transportation Planning Grant Program*	Approximately \$5.3 million	Due February 3, 2014
Federal			
7.	N/A	N/A	N/A

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

¹ 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
Local Grants¹						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
New Freedom Program*	Kristen Mazur MTC (510) 817-5789 kmazur@mtc.ca.gov	Due January 10, 2014	Approx. \$1.8 million regionwide	MTC is currently soliciting projects in the San Francisco Bay Area's large urbanized areas (UAs) for the Federal Transit Administration's New Freedom grant program (49 USC Section 5317). The New Freedom program provides grants for new capital and operating projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities.	N/A	Eligible Projects: New public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. http://www.mtc.ca.gov/funding/new_freedom.htm
State Grants						
Eligible Projects:	Priscilla Martinez-Velez Caltrans (916) 651-8196 priscilla_martinez-velez@dot.ca.gov	Due February 3, 2013	Approx. \$5.3 million	The Division will award approximately \$5.3 million in funding through three Grant Programs for Fiscal Year 2014-15. These programs provide monetary assistance for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region.	N/A	Eligible Projects: Partnership Planning for Sustainable Transportation Transit Planning for Sustainable Communities Transit Planning for Rural Communities http://www.dot.ca.gov/hq/tp/offices/orip/Grants/2014/FINALGrantApplicationGuide112113xx.pdf#zoom=75
Federal Grants						
N/A						

*New Funding Opportunity

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