



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, December 18, 2013 (Note: Earlier Date)
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls, Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT
(1:35 -1:40 p.m.)

4. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF
(1:40 -1:45 p.m.)

5. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)

A. Minutes of the TAC Meeting of November 20, 2013
Recommendation:
Approve TAC Meeting Minutes of November 20, 2013.
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Johanna Masielat

B. Compressed Natural Gas (CNG) Feasibility Study for City of
Dixon
Recommendation:
Forward a recommendation to the STA Board to:
1. Authorize the Executive Director to enter into an agreement
with the City of Dixon to assist in the develop 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.

Robert Guerrero

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TAC MEMBERS

Table with 8 columns: Name, City/County, Name, City/County, Name, City/County, Name, City/County, Name, City/County. Includes Melissa Morton, Joe Leach, George Hicks, Dave Melilli, Dan Kasperson, Steve Hartwig, David Kleinschmidt, Matt Tuggle.

6. ACTION FINANCIAL ITEMS

A. Solano Rail Facilities Plan Update

Sofia Recalde

Recommendation:

Forward a recommendation to the 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; and
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).

(1:50 – 1:55 p.m.)

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7. ACTION NON FINANCIAL ITEMS

A. 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.

(1:55 – 2:10 p.m.)

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B. Bicycle Project List Discussion and Prioritization

Sara Woo

Recommendation:

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

1. Bicycle Priority Projects List (Attachment A); and
2. Bicycle Priority Project Tiered List (Attachment B).

(2:10 – 2:20 p.m.)

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C. Pedestrian Project List Discussion and Prioritization

Sofia Recalde

Recommendation:

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

1. Pedestrian Priority Projects List (Attachment A); and
2. Pedestrian Priority Project Tiered List (Attachment B).

(2:20 – 2:30 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Proposed Regional Cap and Trade Program

Daryl Halls

(2:30 – 2:40 p.m.)

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- | | |
|---|-----------------|
| B. Local Project Delivery Update
(2:40 – 2:50 p.m.)
Pg. 107 | Jessica McCabe |
| C. STA Regional Transportation Impact Fee (RTIF) Implementation
(2:50 – 2:55 p.m.)
Pg. 137 | Robert Guerrero |
| D. Comprehensive Transportation Plan - Draft Active Transportation Element
(2:55 – 3:00 p.m.)
Pg. 143 | Robert Macaulay |

NO DISCUSSION NECESSARY

- | | |
|--|------------------|
| E. Mobility Management Program Update
Pg. 176 | Anthony Adams |
| F. Summary of Other Funding Opportunities
Pg. 178 | Sara Woo |
| G. Draft Meeting Minutes of STA Advisory Committees
Pg. 182 | Johanna Masiclat |
| H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014
Pg. 203 | Johanna Masiclat |

9. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 29, 2014.**

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
November 20, 2013

1. CALL TO ORDER

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

TAC Members Present:	Mike Roberts	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Steve Hartwig	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

*Arrived at the meeting at
1:40 p.m.*

TAC Members Absent: None.

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

Janet Adams	STA
Robert Guerrero	STA
Daryl Halls	STA
Robert Macaulay	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sofia Recalde	STA
Elizabeth Richards	STA
Sara Woo	STA

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

Nick Burton	County of Solano
Shawn Cunningham	City of Vacaville
Amanda Dum	City of Suisun

2. APPROVAL OF THE AGENDA

On a motion by Mike Roberts, and a second by Dan Kasperson, the STA TAC approved the agenda with the exception to change the following:

- Agenda Item 5.D, Compressed Natural Gas (CNG) Feasibility Study for City of Dixon was tabled until the next meeting in December 2013.
- Agenda Item 6.A, Solano Rail Facilities Plan Update will be presented by staff as an informational item, but will bring back for action at the next meeting in December 2013.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

None presented.

5. CONSENT CALENDAR

On a motion by David Kleinschmidt, and a second by Mike Roberts, the STA TAC approved Consent Calendar Items A and F with the exception to table Item D, Compressed Natural Gas (CNG) Feasibility Study for City of Dixon until the next TAC meeting in December 2013.

A. Minutes of the TAC Meeting of September 25, 2013

Recommendation:

Approve TAC Meeting Minutes of September 25, 2013.

B. 2013 Solano County Congestion Management Program (CMP)

Recommendation:

Forward a recommendation to the STA Board to approve the 2013 Solano County CMP.

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

At the approval of the agenda, the STA TAC approved to table this item until the next meeting in December 2013.

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

Recommendation:

Forward a recommendation to the 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.

F. 2014 Ridership Survey and Analysis Study

Recommendation:

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

1. The Intercity Ridership Survey and Analysis (Attachment A);
2. Develop the FAST and SolTrans Local Ridership Survey and Analysis in coordination with these local transit operators;
3. Dedicate \$175,000 of State Transit Assistance Funds (STAF) for the 2014 Ridership Survey and Analysis Study; and
4. 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.

6. ACTION FINANCIAL ITEMS

A. Solano Rail Facilities Plan Update

Sofia Recalde presented this item as informational only. At the approval of the agenda, the TAC approved to table this item until their next meeting in December 2013.

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

Sofia Recalde reviewed the updating process, mandated once every two years as part of the Solano County CMP update. She noted that STA staff proposes to align the Solano-Napa Model with MTC's Travel Model One in order to maintain consistency with the regional model. She added that the new Solano-Napa Activity-Based Model (SNABM) would inherit all models from MTC's model, including transit and truck forecasting and toll road modeling capabilities. She also indicated that staff is proposing to amend Cambridge Systematics current contract to include the conversion to SNABM as part of their scope of work. Lastly, she outlined the timeline for the development of the SNABM expected to be completed by June 2014.

Recommendation:

Forward a recommendation to the 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 development of the 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).

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

C. Solano County Bay Trail and Vine Trail Feasibility Study and Preliminary Engineering

Sara Woo reviewed and outlined the development of the scope of work and budget as well as the application process for grant funding in the amount of \$50,000 for the “Solano County Bay Trail and Vine Trail Feasibility Study and Preliminary Engineering”. She noted that the Vine Trail Coalition has also offered up to \$50,000 to support the pursuit of the document through a cooperative agreement. She added that STA staff has agreed to complete the feasibility study as the project sponsor on behalf of the City of Vallejo. She noted that based on the findings and timing on the feasibility study findings, the City of Vallejo has expressed the interest in evaluating the opportunity for STA to serve as the Project Sponsor on a phase-by-phase basis.

Recommendation:

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

1. Approve the Scope of Work and Budget for the development of the Solano County Bay Trail and Vine Trail Feasibility Study and Preliminary Engineering;
2. Authorize a grant application to the Bay Trail Project for the amount of \$50,000 for the Vine Trail Project;
3. Authorize the Executive Director to enter into an agreement with ABAG and supporting agencies to accept the Bay Trail grant if awarded;
4. Authorize the Executive Director to enter into an agreement with the Vine Trail Coalition for the amount of \$50,000 for the Vine Trail Project;
5. Authorize the Executive Director to issue a Request for Proposals for the Solano County Bay Trail and Vine Trail Feasibility Study and Preliminary Engineering; and
6. Authorize the Executive Director to enter into an agreement with selected consultant to develop the Solano County Bay Trail and Vine Trail Feasibility Study and Preliminary Engineering for an amount not to exceed \$100,000.

On a motion by Joe Leach, and a second by Dan Kasperson, the STA TAC approved the recommendation.

7. ACTION NON FINANCIAL ITEMS

- A. None.**

8. INFORMATIONAL - DISCUSSION

A. Solano County Annual Local Streets and Roads Report

Jessica McCabe commented that STA staff has completed the collection of 5-year revenue and expenditure histories for both pavement maintenance and capital projects for all Solano local jurisdictions, which is included as part of the appendices section of the draft report. She also noted that comments on the draft Report are being sought by December 9, 2013 and once the draft is reviewed and feedback is provided, STA staff anticipates completing a final version of the report for TAC review by January 2014.

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

Jessica McCabe reviewed the next steps in the development of the P3 Feasibility Study. She noted that next steps include KPMG, the Study's Consultant, submitting a Final Suitability and Screening Report, a draft Market Sounding Report, and meeting with individual City Managers in December to present results of these reports. She added that the finding of this Feasibility Study and Implementation Plan will be presented to the STA Board for review and discussion at the December 11, 2013 Board meeting.

C. I-80 Ramp Metering Implementation

Robert Guerrero provided an update to the implementation and logistics for activation of the I-80 Ramp Metering in Solano County. He noted that Caltrans anticipates Phase 1 activation to occur in February 2014. He also commented that Caltrans discussed their public outreach plan at the November 14th SoHip meeting and will present the outreach process to the STA Board at their meeting in January 2014. He indicated that they initially discussed providing a joint press release and utilizing social media to inform the public as well.

D. Regional Transportation Impact Fee Update

Robert Guerrero reported that the County Board of Supervisors is anticipated to review and take action on this item at their meeting on December 3, 2013. He commented that STA staff will provide an update and further details at a later date.

E. Active Transportation Program (ATP) Overview

Sara Woo reported that at present, the California Transportation Commission (CTC) is leading the effort to define the program guidelines through a series of working group meetings open to the public. She outlined the schedule for development of the ATP programming and allocations process as well as its guidelines. She added that the STA will be responsible for implementation of the program at the local countywide level and STA staff has been an active participant at the ATP working group meetings.

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

Elizabeth Richards reviewed the option for the STA to formalize its coordination with the County of Solano Department of Health and Social Services and Department of Resources Management for Mobility Management purposes and seek designation from MTC as the CTSA for Solano County. She noted that seeking designation as a CTSA by the STA would be an expeditious process for assigning CTSA status in Solano and being prepared for potential regional funding opportunities that may be available as MTC prepares to further develop its regional program.

NO DISCUSSION

G. Fiscal Year (FY) 2012-13 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

H. Mobility Management Program Update

- I. Summary of Other Funding Opportunities**
- J. STA Board Meeting Highlights of October 9, 2013**
- K. Draft Meeting Minutes of STA Advisory Committees**
- L. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

9. ADJOURNMENT

The meeting was adjourned at 2:50 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, December 20, 2013.**



DATE: December 6, 2013
TO: STA TAC
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.

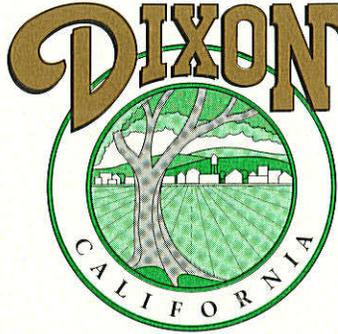
Recommendation:

Forward a recommendation to the 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

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

City of Dixon CNG Fueling Station Assessment	Tasks	Fee \$
Task A Subtotal	A. Begin Assessment Attend Project Kick-off Meeting Review Onsite Conditions at Corp Yard & Ramos Oil Sites Contact POSE for Utility Supply Data Define Current & Future CNG Fueling Requirements	\$2,485.00
Task B Subtotal	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	\$9,560.00
Task C Subtotal	C. Prepare Final Report Prepare Final Report per City Comments Issue Preliminary Report for City Review Prepare Draft Report Prepare Written Report of Findings & Recommendations	\$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-Bid-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.



DATE: December 5, 2013
TO: STA TAC
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 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 6, 2013
TO: STA TAC
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 cope 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 ~~f~~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~~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.

|

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~~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

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- 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.

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DATE: December 11, 2013
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Bicycle Project List Discussion and Prioritization

Background:

The Solano Transportation Authority (STA) administers the Countywide Bicycle Transportation Plan that identifies and plans for the implementation of countywide bicycle transportation projects.

The Bicycle Priority Projects List is developed through a collaborative effort between the Bicycle Advisory Committee (BAC), STA staff, and public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level.

As a result of this prioritization and update process, the 7 Cities and County have been successful in delivering several priority bicycle projects over the past five (5), including:

<u>Agency/City</u>	<u>Bicycle Projects Completed</u>
Benicia	<i>Benicia State Recreation Area/Rose Drive Bicycle Pedestrian Overcrossing Benicia-Martinez Bridge Bicycle Pedestrian Path East West Corridor Bicycle Connection through Military</i>
Dixon	<i>Bicycle Racks at City Facilities West B Street Bicycle Pedestrian Undercrossing Vaca-Dixon Bike Route Project (Class I Bike Lanes on Adams Street)</i>
Fairfield	<i>McGary Road (Solano Bikeway Phase 2) Fairfield Linear Park Nightingale Drive Alternative Route</i>
Rio Vista	<i>Waterfront Promenade Pilot Project</i>
Suisun City	<i>Grizzly Island Trail Central County Bikeway</i>
Vacaville	<i>Ulati Creek Bicycle Facilities Elmira Road Bike Path</i>
Vallejo	<i>McGary Road (Solano Bikeway Phase 1) Georgia Street Corridor Improvements (phase 1)</i>
Solano County	<i>Vaca-Dixon Bike Route Phases 4 and 5</i>

Discussion:

As a result of this successful delivery of priority Bicycle Projects, it is now time to update the countywide project list and prioritize the projects. During August and September 2013, STA staff met with planning and public works staff and BAC members from each city and the County to update the Priority Projects List. Below is a summary of projects submitted by the Cities and County.

<u>Agency/City</u>	<u>Bicycle Projects (listed alphabetically by agency)</u>
Benicia	<i>Park Road - Benicia Bridge to Industrial Way</i> <i>Bay Trail Completion</i> <i>East H Street access to Arsenal</i>
Dixon	<i>Vaca-Dixon Bike Route - A Street to Pitt School Road</i> <i>Dixon High School Access Improvements</i> <i>Parkway Blvd Overcrossing</i>
Fairfield	<i>Peabody Road - Vanden to Huntington</i> <i>Fairfield to Vacaville Intercity Gap Closure - Nelson to I-80 Bike Trail</i>
Rio Vista	<i>Rio Vista Loop: Church Road</i> <i>Rio Vista Loop: Airport Road</i> <i>Rio Vista Loop: Liberty Island Road</i>
Suisun City	<i>Class I Bike Path on Lotz Way</i> <i>Class I Bike Path on Driftwood Drive</i> <i>McCoy Creek Trail - Phase II</i>
Vacaville	<i>Ulatis Creek Bicycle Facilities - Phase 2 - Allison Drive to I-80</i> <i>Elmira Road Bike Path</i> <i>Bicycle and Pedestrian Plan</i>
Vallejo	<i>Georgia Street Corridor Improvements</i> <i>SR29 Bike Lanes - Georgia Street to Carquinez Bridge</i> <i>Bay Trail and Vine Trail Project</i>
Solano County	<i>Pleasants Valley Road</i> <i>Suisun Valley Farm to Market</i> <i>Putah Creek Road</i>

The Cities and County provided project descriptions and cost estimates for the above projects (Attachment A). STA staff then ranked the projects against several criteria, including:

- Project Deliverability
- Accessibility and Safety
- Connectivity and Regional Significance
- Quality of Life
- Local Coordination
- Wayfinding

Based on these ranking criteria, STA staff ranked 2 projects as Tier 1 projects and 8 projects as Tier 2 projects (Attachment B), which are summarized below:

Tier 1	<ol style="list-style-type: none"> 1. <i>Pleasants Valley Road</i> 2. <i>Suisun Valley Farm to Market Project</i>
Tier 2	<i>Benicia: Park Road</i> <i>Dixon: Vaca-Dixon Bike Route</i> <i>Fairfield: Fairfield to Vacaville Intercity Gap Closure</i> <i>Rio Vista: Church Road Class I</i> <i>Suisun City: Class I Path on Lotz Way</i> <i>Vacaville: Ulatis Creek Bike/Ped Path</i> <i>Vallejo: Georgia Street Improvements</i> <i>Solano County: Suisun Valley Farm to Market</i>

The Tier 1 and 2 rankings provide STA, the Cities and County a framework for future funding countywide bicycle project prioritization. The rankings maintain flexibility for adjustments as project and funding status change.

STA staff is recommending that the BAC review both the Bicycle Projects List (Attachment A) and the Bicycle Priority Projects Tiered List (Attachment B) and forward a recommendation to the Technical Advisory Committee (TAC) and STA Board for adoption.

Recommendation:

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

1. Bicycle Priority Projects List (Attachment A); and
2. Bicycle Priority Project Tiered List (Attachment B).

Attachment:

- A. Bicycle Priority Projects List (10/28/13)
- B. Bicycle Priority Project Tiered List (10/20/13)

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Bicycle Priority Projects

(Approved by BAC on 11/05/13)

	Project Scope	Estimated Cost	Shortfall	Met with Agency Staff
Benicia				Yes
<i>Park Road - Bencia Bridge to Industrial Way</i>	Class III Bike Route - Repave 1.5 miles and install regional bike route signange on Park Road.	TBD		
<i>First Street Streetscape Project</i>	Construct bicycle and pedestrian friendly improvements in Benicia's Historic Downtown District on First Street along the 0.7 mile segment from K Street to the pier. Examples of improvements: curb extensions, bus stop facilities, benches, decorative lighting, landing marks, and signage	TBD		
<i>Bay Trail Completion</i>	Remove gaps; expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	TBD		
Dixon				Yes
<i>Vaca-Dixon Bike Route: Porter Road (A Street to Pitt School Road)</i>	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road between A Street and Pitt School Road (Pedrick Road Overcrossing Project) between A Street and Pitt School Road	\$1,000,000		
<i>Dixon High School Access Improvements</i>	Install signals and crossing improvements at Valley Glen/SR 113 and Country Fair/SR113	\$400,000		
<i>Parkway Blvd Overcrossing (Valley Glen Dr to Pitt School Rd)</i>	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Drive to Pitt School Road	\$14,000,000		
Fairfield				Yes
<i>Vanden Road - Peabody Road to Leisure Town Road</i>	Class II Bike lanes on Vanden.	TBD		
<i>Peabody Road - Vanden to Huntington</i>	Class II Bike Lanes.	TBD		
<i>Fairfield to Vacaville Intercity Gap Closure - Nelson to I-80 Bike Trail</i>	Gap closure Class I connection.	TBD		
Rio Vista				Yes
<i>Rio Vista Loop: Church Road</i>	0.3 mile Class I bicycle/pedestrian path on Church Road from Airport Road to Harris Road. *To be funded by developer	TBD		
<i>Rio Vista Loop: Airport Road</i>	1.2 mile Class I bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road. *To be funded by developer	TBD		
<i>Rio Vista Look: Liberty Island Road</i>	1 mile Class I bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road. *To be funded by developer	TBD		
Suisun City				Yes
<i>Class I Bike Path on Driftwood Drive</i>	This project will construct a Class I pedestrian/bicycle trail approximately 0.15 mile in length along the south side of Driftwood Drive from Marina Boulevard to Josiah Circle. This trail will front the Crystal Middle School and will connect directly to the Grizzly Island Trail at the intersection of Driftwood Drive and Marina Boulevard. Other improvements include a curb bulbout, curb ramp upgrades to ADA standards, connector paths to destination points within the school site, chain link fencing and gates, modification of existing landscaping/irrigation, new landscaping/irrigation, replacement of trees with trees suitable for use adjacent to concrete paths and AC pavement, signage and striping.	\$150,000		
<i>Class I Bike Path on Lotz Way</i>	This project will construct a Class I pedestrian/bicycle trail along the west side of Marina Boulevard from Highway 12 to Lotz Way, and along Lotz Way from Marina Boulevard to the Suisun Transit Center on Main Street. This trail will be 10 feet wide and approximately 0.6 mile in length. Other improvements will include curb ramp upgrades to ADA standards, curb removal, landscaping suitable for a parkway, signage, striping, and curb painting	\$1,300,000		
<i>McCoy Creek Trail - Phase II</i>	The McCoy Creek Trail Project-Phase II will be a paved ten-foot wide Class I pedestrian/bicycle trail approximately 0.75 mile in length. This trail will transform restricted maintenance area along McCoy Creek/Laurel Creek into a safe, ADA compliant, recreational and educational trail. This portion of the overall trail project will begin at Pintail Drive Phase I (completed in September 2008). From Pintail Drive the trail will run north along the western bank of McCoy Creek, over Laurel Creek, west along Laurel Creek to end at Blossom Avenue. It will have six access points and reconnect neighborhoods in the area that are split geographically and physically by the Creeks. The trail crossing over Laurel Creek will be with a new prefabricated bridge. Other improvements will include site furnishings, signage (including monument signs and interpretive signs), striping, and ADA curb ramps and access points.	\$1,700,000		

Vacaville				Yes
Ulatis Creek Bike Facilities - Phase 2 - Allison Drive to I-80	The Allison Drive to I-80 segment shall begin at the north side of the Ulatis Creek bridge and expand the existing 4' sidewalk on the west side of Allison by either extending the sidewalk to 10' multi-use sidewalk or creation of a separated 10' class I bike path behind the sidewalk. The path shall continue to the intersection of Ulatis Drive and Allison Drive providing access to the existing crosswalk. From this point bicyclists and pedestrians can access the Ulatis Community Center and library or the Vacaville Intermodal Transportation Center which also provides transit access and bus access to City bus routes, Solano County and adjacent communities. Additionally, the project provides expanded and improved sidewalk access from the transportation center to Nut Tree Parkway and Allison Drive intersection. This completes an accessible route to the nearby retail and commercial business and restaurant establishments. The project is completely located within the Allison Priority Development Area. This project is currently programmed to receive OBAG CMAQ funding for a phased approach to obtain environmental clearance and design, acquire right of way and construct the project over a three year period. The City seeks TDA, Article 3 funding to provide the local match for the project. This project meets needs of bicyclists and pedestrians and can be constructed using advance construction authorization earlier should environmental clearance, design and right of way acquisitions be completed sooner than programmed.			
		\$715,000		
Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway which is planned to have a linear parkway and 10' multiuse path from Elmira Road to Fairfield and the future train station. The Jepson Parkway project bike/ped path is part of the Solano County regional bike/ped network. The pathway would also provide a connection to the Alamo Creek Bike Path network and creates an off street accessible route from Leisure Town Road to I-80 at Hume Way and to the Park and Ride lot at Davis and Bell Vista and the Park and Ride lot and bus terminal at Hickory and Davis. This is also a priority project identified on the Pedestrian Priority List.			
		\$1,000,000		

Vacaville Continued				Yes
Bicycle and Pedestrian Plan	This project would provide administrative funding over a three year period to program, prioritize and develop the Citywide Bicycle and Pedestrian Transportation Plan, identified in the General Plan Update. The Plan would create a project prioritization tool, create criteria for implementation of projects, develop signage and marking plan, create way-finding signage location to identify transit locations and significant destinations, identify gap closures and improvements within the city's bike path network to improve convenience, safety, visibility and accessibility. It would create a funding source for administrative work involved in attending Countywide BAC and PAC meetings, creation of mapping and planning documents, provide a method to incorporate goals and objectives of the City's general plan update which impacts bicycle and pedestrian facilities, identify accessibility restrictions and provide planned measures to remove them. The plan would also identify large development requirements to provide land for multi-use trails that connect to existing or planned bike/ped facilities. A goal of increasing non-motorized transportation within the City would be identified and baseline data measured and progress tracked.	TBD		
Vallejo				No
Georgia Street Corridor Bike Improvements	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.	TBD		
SR 29 Bike Lanes - Georgia Street to Carquinez Bridge	Class II Bike Lanes on SR29 from Georgia Street to Carquinez Bridge.	TBD		
Bay Trail and Vine Trail Projects	Complete assessment and implementation study and construct Class I/Class II Bike Route from Vallejo Ferry Terminal to Solano County line.	TBD		
Solano County				Yes
Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road. 4.6 miles. Safety grant covers widening \$1M. \$1.1 M (widening only; does not include surface treatment or striping). Surface seal, Bike Signs, Striping; \$350,000 to complete.	\$350,000		
Suisun Valley Farm to Market	Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Fairfield City Limit) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road).	\$5,800,000		
Putah Creek Road	Construct 7 miles of Class II Bike Lanes on Putah Creek Road from Stevenson Bridge Road to Winters Road Bridge.	\$2,000,000		

Bicycle Priority Projects (Approved by BAC on 11/05/13)

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Fairfield	Vanden Road (Jepson Parkway)	Class II Bike Lanes on Vanden Road from Peabody to Leisure Town Road.	\$38M (total project)	TBD	Includes road improvements.
Solano County	Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road. 4.6 miles. Safety grant covers widening \$1M. \$1.1 M. Surface seal. Bike Signs. Striping. \$350,000 to complete.	\$350,000	\$350,000	Env clearance pending. Spring 2015.
Solano County	Suisun Valley Farm to Market Project	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access improvements.	\$5,800,000	\$4,625,000	\$1,175,000 awarded
Suisun City	Driftwood Drive	Class I Bike Path on Driftwood Drive at Crystal Middle School	\$500,000	\$150,000	Env clearance exempt/RW pending.

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Benicia	Park Road - Benicia Bridge to Industrial Way	Class III Bike Route - Repave 1.5 miles and install regional bike route signange on Park Road.	\$1,000 (bike signs)	TBD	Road upgrades needed.
Dixon	Vaca-Dixon Bike Route: Porter Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road between A Street and Pitt School Road (Pedrick Road Overcrossing Project) between A Street and Pitt School Road.	\$1,000,000	\$1,000,000	Env. needed.
Fairfield	Fairfield to Vacaville Intercity Gap Closure	Complete Class I connection from Nelson to I-80	TBD	TBD	Concept.
Rio Vista	Rio Vista Loop: Church Road	Class I Bike/Ped path on Church Road.	TBD	TBD	Developer area.
Suisun City	Lotz Way Class I	Class I Path on Lotz Way from Marina Blvd to Suisun Transit Center	\$1,400,000	\$1,400,000	Env needed
Vacaville	Ulatis Creek Bike Facilities	Class I Bike/Ped Path along Ulatis Creek from Allison Drive to I-80 segment shall begin at the north side of the Ulatis Creek bridge and expand the existing 4' sidewalk on the west side of Allison by either extending the sidewalk to 10' multi-use sidewalk or creation of a separated 10' class I bike path behind the sidewalk.	\$715,000	\$715,000	RW/Env needed.
Vallejo	Georgia Street	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.	TBD	TBD	Some sections completed.
Solano County	Putah Creek	Road widening	\$2,000,000	\$2,000,000	Env/RW needed



DATE: December 11, 2013
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Pedestrian Project List Discussion and Prioritization

Background:

The Solano Transportation Authority (STA) administers the Countywide Pedestrian Transportation Plan that identifies and plans for the implementation of countywide pedestrian transportation projects.

The Pedestrian Priority Projects List is developed through a collaborative effort between the Pedestrian Advisory Committee (PAC), STA staff, and the appropriate public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level.

The seven Cities and County have been successful in delivering several priority pedestrian projects over the last 5 years, including:

- Benicia: Rose Drive Bike and Pedestrian Overcrossing
- Benicia: Park Road (Adams to Oak) Bicycle/Pedestrian Pathway Improvements
- Dixon: West B Pedestrian Undercrossing/Rail Platform Access Tunnel
- Fairfield: Portions of the West Texas Street Gateway
- Rio Vista: Phase I of the Rio Vista Promenade
- Suisun City: Grizzly Island Trail
- Suisun City: State Route 12 Pedestrian/Bicycle Gap Closure Path
- Vacaville: Ulatis Creek Bicycle and Pedestrian Facilities
- Vallejo: Portions of Vallejo Downtown Streetscape Improvement Project
- Solano County: Old Town Cordelia Pedestrian Facilities and Enhancements

Because so many projects have been funded or constructed, an update to the Pedestrian Priority Projects List has become necessary.

Discussion:

During August and September 2013, STA staff met with planning and public works staff and PAC members from each city and the County to update the Priority Projects List. Below is a summary of projects submitted by the Cities and County.

Benicia	<i>First Street Streetscape Improvements Benicia Bus Hub Project Safe Routes to School Enhancements—Robert Semple Elementary</i>
Dixon	<i>Dixon High School Access Improvements Safe Routes to School Enhancements—CA Jacobs Intermediate Dixon Sidewalk Improvement Program</i>
Fairfield	<i>West Texas Street Gateway Linear Park Trail Jepson Parkway Concept Plan Connections</i>
Rio Vista Suisun City	<i>Waterfront Promenade Sandy Beach Connection: Beach Drive Class I Multi-use Path on Lotz Way McCoy Creek Trail - Phase II Downtown Streetscape</i>
Vacaville	<i>Vacaville Creekwalk Extension – McClellan Street to Depot Street Elmira Road Bike Path Vacaville Bicycle and Pedestrian Transportation Plan</i>
Vallejo	<i>Downtown Vallejo Streetscape Improvement Project Bay Trail and Vine Trail Project</i>
Solano County	<i>Suisun Valley Farm to Market Tri-City and County Regional Trail Connections Tolenas School Sidewalk Improvements</i>

The Cities and County provided project descriptions and cost estimates for the above projects (Attachment A). STA staff then ranked the projects against several criteria, including:

- Project Deliverability
- Accessibility and Safety
- Connectivity and Regional Significance
- Quality of Life
- Local Coordination
- Wayfinding

Based on these ranking criteria, STA staff ranked 2 projects as Tier 1 projects and 8 projects as Tier 2 projects (Attachment B), which are summarized below:

Tier 1	<i>Suisun Valley Farm to Market Downtown Vallejo Streetscape Improvement Project</i>
Tier 2	<i>Benicia: Safe Routes to School Enhancements—Robert Semple Elementary Dixon: Safe Routes to School Enhancements—CA Jacobs Intermediate Fairfield: West Texas Street Gateway Rio Vista: Waterfront Promenade Suisun City: Class I Path on Lotz Way Vacaville: Creekwalk Extension – McClellan Street to Depot Street Vallejo: Bay Trail and Vine Trail Project Solano County: Tri-City and County Regional Trail Connections</i>

The Tier 1 and 2 rankings provide STA, the Cities and County a framework for future funding countywide pedestrian project prioritization. The rankings maintain flexibility for adjustments as project and funding statuses change.

At the October 18 PAC meeting, City and County staff presented the top tiered projects to the PAC members. Based on the information provided, the PAC modified the recommendation and revised the Tiered Projects List as follows (changes in ***bold italics***):

Tier 1	<i>Suisun Valley Farm to Market</i> <i>Downtown Vallejo Streetscape Improvement Project</i> <i>Rio Vista: Waterfront Promenade</i> <i>Dixon Safe Routes to School Enhancements-CA Jacobs Intermediate</i>
Tier 2	<i>Benicia: Safe Routes to School Enhancements—Robert Semple Elementary</i> <i>Dixon: Safe Routes to School Enhancements—CA Jacobs Intermediate</i> <i>Fairfield: West Texas Street Gateway</i> <i>Rio Vista: Waterfront Promenade</i> <i>Suisun City: Class I Path on Lotz Way</i> <i>Vacaville: Creekwalk Extension – McClellan Street to Depot Street</i> <i>Vallejo: Bay Trail and Vine Trail Project</i> <i>Solano County: Tri-City and County Regional Trail Connections</i>

STA staff is recommending that the TAC review both the Pedestrian Projects List (Attachment A) and the Pedestrian Priority Projects Tiered List (Attachment B) and forward a recommendation to the Board for adoption.

Recommendation:

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

1. Pedestrian Priority Projects List (Attachment A); and
2. Pedestrian Priority Project Tiered List (Attachment B).

Attachments:

- A. Pedestrian Priority Projects List
- B. Pedestrian Priority Project Tiered List

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Pedestrian Priority Projects				
10/11/2013				
Project Scope		Estimated Full Project Cost	Shortfall	Notes
Benicia				
<i>First Street Streetscape Improvements</i>	Construct bicycle and pedestrian friendly improvements in Benicia's Historic Downtown District on First Street along the 0.7 mile segment from K Street to the pier. Examples of improvements: curb extensions, bus stop facilities, curb extensions, benches, decorative lighting, landing marks and signage	\$1,000,000		RW/Env: None anticipated
<i>Benicia Bus Hub Project</i>	Purchase of 1 acre at the corner of Park Road and Industrial Way and the construction of a bus hub for Fairfield and Suisun Transit (FAST), SolTrans and potential vanpool businesses within the Industrial Park. The project would include a paved parking structure with more than 50 stalls, bus pullouts, shelters, landscaping and lighting	\$1,250,000		MTC earmarked 1.25M in RM 2 funding for the project(135K for PE, 350K for RW, 90K for design, and 675K for construction)
<i>Safe Routes to School Enhancements</i>	Robert Semple Elementary School Improvements: Use hatch markings and/or soft hit posts to square the El Bonito Ave/La Cruz Ave intersections, Install curb extension on southwest corner of Hillcrest Ave/3rd Street with new high visibility crosswalk and curb ramps, enhance southern crosswalk to high-visibility yellow, refresh others when necessary. Construct sidewalk segments on El Bonito Way to close gaps on two blocks adjacent to the school, construct a sidewalk segment on the north side of Vista Grande Avenue, construct sidewalk segment on Hillcrest Ave (south side), use hatchings to square up Vista Grande/Hillcrest/Linda Vista Intersection. Install Curb extensions at northwest and southwest legs; fill in landscape strip along 3rd street with all-weather accessible walking surface, replace existing yellow transverse crosswalks with high-visibility yellow crosswalks, stripe a new high-visibility crosswalk in the east leg and reduce crossing distances/curb radii by providing hatched bulb-outs and/or soft hit posts.	\$230,000	\$192,000	See SR2S Plan
Dixon				
<i>Dixon High School Access Improvements</i>	Install signals and crossings and crossing improvements at Valley Glen/SR 113 and County Fair/SR 113	\$400,000	\$400,000	RW/Env: Project includes coordination with Caltrans
<i>Safe Routes to School Enhancements</i>	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan regarding CA Jacobs Intermediate School improvements, including: Construct curb extension along east side of N Lincoln Street; Replace transverse yellow crosswalks with high-visibility yellow ladder crosswalks; Restripe bike lanes on Rehrmann Drive for CA MUTCD compliance; Consider construction of sidewalks where gaps currently exist on West B and West C Streets	\$180,200	\$180,200	RW/Env: None anticipated
<i>Dixon Sidewalk Improvement Program</i>	Reconstruction and rehabilitation of sidewalks, including but not limited to: Routes serving the Dixon Multimodal Transportation Center area, South Jackson St, Mayes St, B St, C St, Second St, Third St, Fourth St, Broadway St, and Walnut Street	\$400,000	\$400,000	RW/Env: None anticipated
Fairfield				
<i>West Texas Street Gateway</i>	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$1,500,000		RW/Env: In progress
<i>Linear Park Trail</i>	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed. Final segment is approximately 0.7 mile Class I from Nightingale Drive to Claybank Road.	\$560,000		RW/ENV clearance needed
<i>Jepson Parkway Concept Plan Connections</i>	Connections to STA's Jepson Parkway Concept Plan segments.	TBD		

Rio Vista				
<i>Waterfront Promenade</i>	Construct a Class I bicycle/pedestrian path along the Sacramento River from First Street to SR12. 0.2 mile remaining Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$900,000	\$450,000	\$450,000 for 0.1 mile segment extension from existing Waterfront Pilot project
<i>Sandy Beach Connection: Beach Drive</i>		\$400,000	\$400,000	
Suisun City				
<i>Class I Path on Lotz Way</i>	0.6 mile Class I Bike Path on Lotz Way, from Marina Blvd to Main Street. This project will construct a Class I pedestrian/bicycle trail along the west side of Marina Boulevard from Highway 12 to Lotz Way, and along Lotz Way from Marina Boulevard to the Suisun Transit Center on Main Street. This trail will be 10 feet wide and approximately 0.6 mile in length. Other improvements will include curb ramp upgrades to ADA standards, curb removal, landscaping suitable for a parkway, signage, striping, and curb painting	\$1,400,000	\$1,400,000	RW/ENV clearance needed
<i>McCoy Creek Trail - Phase II</i>	The McCoy Creek Trail Project-Phase II will be a paved ten-foot wide Class I pedestrian/bicycle trail approximately 0.75 mile in length. This trail will transform restricted maintenance area along McCoy Creek/Laurel Creek into a safe, ADA compliant, recreational and educational trail. This portion of the overall trail project will begin at Pintail Drive Phase I (completed in September 2008). From Pintail Drive the trail will run north along the western bank of McCoy Creek, over Laurel Creek, west along Laurel Creek to end at Blossom Avenue. It will have six access points and reconnect neighborhoods in the area that are split geographically and physically by the Creeks. The trail crossing over Laurel Creek will be with a new prefabricated bridge. Other improvements will include site furnishings, signage (including monument signs and interpretive signs), striping, and ADA curb ramps and access points.	\$1,700,000		
<i>Downtown Streetscape</i>	This project will provide streetscape improvements to the areas in Downtown Suisun primarily along Main Street between Highway 12 and Morgan Street as well as the plaza surrounding the Suisun Slough/North Basin; provide a link to regional transit by improving pedestrian, bicycle and vehicle facilities; and provide traffic calming. The improvements include the replacement of existing trees with suitable trees appropriate for use within or adjacent to pedestrian and motorist pathways, light fixtures, street furnishings, improved sidewalks, upgrading curb ramps and driveways to ADA standards, landscaping/irrigation, pavement rehabilitation, signage and striping. This project can be completed in phases.	\$2,000,000		phases range from \$125,000 to \$2,000,000

Vacaville				
Ulatis Creekwalk Extension – McClellan Street to Depot Street	The project will extend the Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area. This project is currently programmed to receive OBAG CMAQ funding for a phased approach to obtain environmental clearance and design, acquire right of way and construct the project over a three year period. The City seeks TDA, Article 3 funding to provide the local match for the project. This project meets needs of bicyclists and pedestrians and can be constructed using advance construction authorization earlier should environmental clearance, design and right of way acquisitions be completed sooner than programmed.	\$655,000	\$150,000-200,000	RW/Env: In progress
Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway which is planned to have a linear parkway and 10' multiuse path from Elmira Road to Fairfield and the future train station. The Jepson Parkway project bike/ped path is part of the Solano County regional bike/ped network. The pathway would also provide a connection to the Alamo Creek Bike Path network and creates an off street accessible route from Leisure Town Road to I-80 at Hume Way and to the Park and Ride lot at Davis and Bell Vista and the Park and Ride lot and bus terminal at Hickory and Davis. This is also a priority project identified on the Pedestrian Priority List	\$710,000	\$710,000	RW/ENV clearance needed
Vacaville Bicycle and Pedestrian Transportation Plan	This project would provide administrative funding over a three year period to program, prioritize and develop the Citywide Bicycle and Pedestrian Transportation Plan, identified in the General Plan Update. The Plan would create a project prioritization tool, create criteria for implementation of projects, develop signage and marking plan, create way-finding signage location to identify transit locations and significant destinations, identify gap closures and improvements within the city's bike path network to improve convenience, safety, visibility and accessibility. It would create a funding source for administrative work involved in attending Countywide BAC and PAC meetings, creation of mapping and planning documents, provide a method to incorporate goals and objectives of the City's general plan update which impacts bicycle and pedestrian facilities, identify accessibility restrictions and provide planned measures to remove them. The plan would also identify large development requirements to provide land for multi-use trails that connect to existing or planned bike/ped facilities. A goal of increasing non-motorized transportation within the City would be identified and baseline data measured and progress tracked.	\$60,000	\$60,000	
Vallejo				
Downtown Vallejo Streetscape Improvement Project	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3); and Maine St from Santa Clara to Sacramento St (Phase 4). Enhancements include traffic calming, restriping, curb extenstions, diagonal on-street parking, decorative lighting, brick pavers, street furniture, art, landscaping and improved signs.	\$1,350,000	\$1,350,000	RW/ENV cleared; Phase 3: \$750,000; Phase 4: \$600,000
Bay Trail and Vine Trail Project	Complete Bay Trail and Vine Trail Feasibility/Implementation study and complete a constructable phase.	\$100,000		

Solano County				
<i>Suisun Valley Farm to Market</i>	Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Fairfield City Limit) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road)	\$5,800,000	\$4,625,000	\$1,175,000 in federal funds already awarded to the project
<i>Tri-City and County Regional Train Connections</i>	Cordelia Hills Sky Valley: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.
<i>Tolenas School Sidewalk Improvements</i>	Install 0.6 miles of sidewalk curb and gutter on Tolenas Road from Tolenas School to Prosperity Lane	\$600,000		

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Dixon	<i>Safe Routes to School Enhancements</i>	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan regarding CA Jacobs Intermediate School improvements	\$180,200	\$180,200	RW/Env: None anticipated
Vallejo	<i>Downtown Vallejo Streetscape Improvement Project</i>	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3); and Maine St from Santa Clara to Sacramento St (Phase 4).	\$1,350,000	\$1,350,000	Phase 3: \$750,000; Phase 4: \$600,000
Rio Vista	<i>Waterfront Promenade</i>	Construct a Class I bicycle/pedestrian path along the Sacramento River from First Street to SR12. 0.2 mile remaining	\$900,000	\$450,000	\$450,000 for 0.1 mile segment extension from existing Waterfront Pilot project
Solano County	<i>Suisun Valley Farm to Market</i>	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access Improvements	\$5,800,000	\$4,625,000	\$1,175,000 in federal funds already awarded to the project

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Benicia	<i>Safe Routes to School Enhancements</i>	Robert Semple Elementary School Improvements as identified in the Solano Countywide Safe Routes to School Plan.	\$230,000	\$192,000	See SR2S Plan
Dixon	<i>Dixon High School Access Improvements</i>	Install signals and crossings and crossing improvements at Valley Glen/SR 113 and County Fair/SR 113	\$400,000	\$400,000	RW/Env: Project includes coordination with Caltrans
Fairfield	<i>West Texas Street Gateway</i>	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$1,500,000		RW/Env: In progress
Rio Vista	<i>Sandy Beach Connection: Beach Drive</i>	Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$400,000	\$400,000	
Suisun City	<i>Class I Path on Lotz Way</i>	0.5 mile Class I Bike Path on Lotz Way, from Marina Blvd to Main Street.	\$1,400,000	\$1,400,000	RW/Env clearance needed
Vacaville	<i>Ulatis Creekwalk Extension – McClellan Street to Depot Street</i>	0.1 Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area.	\$655,000	\$150,000 - \$200,000	RW/Env: In progress
Vallejo	<i>Bay Trail and Vine Trail Project</i>	Complete Bay Trail and Vine Trail Feasibility/Implementation study and complete a constructable phase.	\$100,000	TBD	
Solano County	<i>Tri-City and County Regional Train Connections</i>	Cordelia Hills Sky Valley: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.

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DATE: December 10, 2013
TO: STA TAC
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.A):

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

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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:

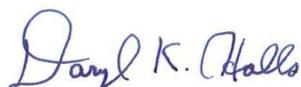
1. Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.
2. Favor cost-effective and integrated transportation and land use strategies.

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
PolicyLink

Richard Marcantonio, Managing Attorney
Public Advocates Inc.

Azibuike Akaba, Environmental Policy Analyst
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

Peter Cohen, Co-Director
SF Council of Community Housing Organizations

Bob Planthold, Chair
SF Bay Walks

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

Denise Solis, Vice President for Northern California
United Service Workers West, SEIU

Bob Allen, Acting Executive Director
Urban Habitat

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



DATE: December 6, 2013
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Local Project Delivery Update

Background:

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

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

Discussion:

OBAG Programming Recommendations

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

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

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

At the March 13, 2013 Board meeting, the STA Board approved the funding strategy for the remaining \$6.196 M of OBAG funds (Attachment A). Of the \$6.196 M, the STA Board approved for programming, it included \$486,000 of STP for planning. At the May 8, 2014 Board meeting, the STA Board approved for programming the remaining \$5.710 M in OBAG funds for the following projects and programs:

1. STA's SR2S Engineering Projects
2. STA Transit Ambassador Program
3. City of Suisun City's Train Station Improvements
4. City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center
5. City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot)
6. City of Vallejo's Downtown Streetscape (Maine Street)
7. Solano County's Vaca-Dixon Bicycle Path

Attached is a list of projects with programmed funding, including recent OBAG programmed funding, which connects project fund sources to delivery deadline policies (Attachment B).

2013 Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes. The 2013 TIP covers the six-year period of FY 2012-13 through FY2017-18; however federal agencies still only recognize the four years from FY2012-13 through FY2015-16, consistent with the Federal Statewide Transportation Improvement Program (FSTIP) that is compiled by Caltrans. The 2013 TIP was adopted in July 2013, in conjunction with MTC's Plan Bay Area. OBAG funds were programmed into the TIP between August and December, based on MTC's TIP revision schedule (Attachment C).

OneBay Area Grant (OBAG) Programming Requirements

Projects that have OBAG Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2013-14 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

MTC has recently proposed revisions to Resolution 3606 (Attachment D), which includes advanced delivery and obligation dates. Once approved by MTC's Programming and Allocations Committee (PAC) in December, the revised policy will take effect with new funding programmed and for all funds programmed in FY2015-16 and later in the TIP.

STA Programming Requirements

In preparation and in accordance with STA's project delivery policy, STA requested updated project delivery schedules from project sponsors. These delivery schedules were reviewed and approved by the Solano Project Delivery Working Group (PDWG) and the STA Technical Advisory Committee (TAC) at their April meetings and the STA Board in May.

In addition to approved project delivery schedules, project sponsors were expected to enter into a funding agreement with the STA prior to OBAG funds being programmed. STA staff is in the process of collecting finalized funding agreements from member agencies. A signed funding agreement has been provided by the City of Suisun City; however STA is awaiting receipt of agreements from the City of Vallejo, City of Vacaville and Solano County.

With these funding agreements, project sponsors will be committing to the delivery schedules provided for their OBAG project. If delivery milestones are not met and funds are not obligated within the timeline committed to, STA will consider reprogramming OBAG funds to unfunded portions of Tier 1 and/or Tier 2 projects, listed in the OBAG funding strategy, that are ready to use those funds in order not to lose these funds to other Counties.

Recommendation:

Informational.

Attachments:

- A. STA Approved Funding Strategy, 2-15-2013
- B. Programmed Funding in Solano County, 12-6-2013
- C. Tentative TIP Revision Schedule, 12-3-2013
- D. Revised Regional Project Delivery Policy for MTC Resolution 3606, 11-18-2013

STA OBAG Funding Recommendation

2/15/2013

Funding Considered in OBAG Strategy		CMAQ	STP	STAF	TDA	TOTAL
FY 2012-13, 13-14, 14-15, 15-16		5,610	586	182	485	6,377
Sponsor	Tier 1 projects					
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			486
	TOTAL	5,610	586	182	485	6,377

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

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Solano Transportation Authority (STA)

Project Delivery Update, 12-6-2013

Projects listed by agency, including known available funding by delivery phase noting total shortfall.

(In 1,000s)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Approved OBAG Projects (2012/13 to 2017/18)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	SOL130008	East 2nd Street	OBAG STP (LS&R)	2015				\$ 495	\$ -	PE	CON RFA Feb 2015
Benicia	SOL130009	Benicia SR2S Project	OBAG CMAQ	2015				\$ 100		PE	CON RFA Feb 2015
Dixon	SOL130013	West A Street	OBAG STP (LS&R)	2015				\$ 584	\$ -	PE	CON RFA Feb 2015
Dixon	SOL130012	Dixon SR2S Infrastructure Projects	OBAG CMAQ	2016				\$ 100		CON	CON RFA Feb 2016
Fairfield	SOL130002	Beck Avenue (W. Texas to SR12)	OBAG STP (LS&R)	2015				\$ 1,424	\$ -	PE	CON RFA Feb 2015
Rio Vista	SOL130014	RV SR2S Project - SR 12 Crossing	OBAG CMAQ	2015				\$ 100		CON	CON RFA Feb 2015
Suisun City	SOL130003	Suisun/FF Train Station Improvements	OBAG STP/CMAQ	2014				\$ 415		PE	CON RFA Feb 2014
Suisun City	SOL130004	Walters Road	OBAG STP (LS&R)	2015	\$ 15			\$ 415		PE	PE RFA Feb 2014
Suisun City	TBD	Suisun SR2S Infrastructure Improvements	OBAG CMAQ	2015				\$ 349		CON	CON RFA Feb 2015
Vacaville	SOL110043	2014 Street Preservation	OBAG STP (LS&R)	2014				\$ 1,231	\$ -	PE	CON RFA Feb 2014
Vacaville	SOL130005	AllisonBike/Ped Improvements	OBAG CMAQ	2015	\$ 66		\$ 39	\$ 345		PE	PE RFA Feb 2014
Vacaville	SOL130006	Ulatis Creek Bike/Ped Path & Stscpe McCellan-Depot	OBAG CMAQ	2015	\$ 150			\$ 350		PE	PE RFA Feb 2014
Vacaville	SOL130016	Vacaville SR2S Infrastructure Improvements	OBAG CMAQ	2015	\$ 26		\$ 6	\$ 270		PE	PE RFA Feb 2014
Solano County	SOL090035	Vaca-Dixon Bike Route	OBAG CMAQ	2015				\$ 1,800		PE	CON RFA Feb 2015
Solano County	SOL110036	2013 Streets Overlay - Roadway Preservation	OBAG STP (LS&R)	2014	\$ -	\$ -	\$ -	\$ 1,389	\$ -	CON	CON RFA Feb 2013-DONE
Solano County	SOL130007	Suisun Valley Farm to Market	STP- PCA	2015	\$ 248			\$ 927		PE	PE RFA Feb 2014
STA	SOL110019	Solano SR2S Program	OBAG Regional SR2S	2014				\$ 1,256		CON	CON RFA Feb 2014
STA	SOL130010	Solano Transit Ambassador Program	OBAG CMAQ	2014				\$ 250		CON	CON RFA Feb 2014
STA	SOL110020	Eastern Solano / SSCI Rideshare Program	OBAG CMAQ	2014				\$ 533		CON	CON RFA Feb 2014
STA	SOL110039	Local PDA Planning	OBAG STP	2014				\$ 1,577		CON	CON RFA Feb 2014
STA	SOL110024	West B Street Bike/Ped Undercrossing	OBAG CMAQ	2013				\$ 1,394		CON	Funding Obligated 3/2013
Vallejo	SOL130015	Vallejo SR2S Infrastructure Improvements	OBAG CMAQ	2014	\$ 18		\$ 1	\$ 227		PE	PE RFA Feb 2014
Vallejo	SOL110035	Vallejo Downtown Streetscape (Maine Street)	OBAG CMAQ	2015				\$ 1,095		PE	CON RFA Feb 2015
Vallejo	SOL110035	Vallejo Downtown Streetscape (Georgia Street)	OBAG STP (LS&R)/CMAQ	2014				\$ 995		CON	CON RFA March 2013 (784K STP)
*GRAND TOTAL					\$ 523	\$ -	\$ 46	\$ 17,621	\$ -		
					\$18,190						

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	PS&E
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	ROW
Dixon	SOL110024	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)/STIP	2013	\$ 50	\$ 60	\$ 70	\$ 5,920		ROW	CON
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 3,093	\$ 1,825	\$ 2,790	\$ 31,892	\$ -	ROW	CON
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2015	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	ROW	CON 2014
Vacaville	SOL110009	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 12,100	PE	ROW
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ/STP (LS&R)	2013	\$ 664	\$ -	\$ -	\$ 5,980	\$ -	CON	
SolTrans	SOL050012	Vallejo Curtola Transit Center, Phase 1A	RM2	2014	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	ROW
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ 1,000	\$ -	\$ -	\$ 7,000		PE	ROW
WETA	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2013	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	ROW
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	ROW
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	ROW
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	ROW
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 21,036	\$ 26,525	\$ 73,264	\$ -	PE	ROW
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	ROW
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	ROW
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP, Local TIF	2017	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	ROW	CON
STA	SOL110005	Jepson: LT Road from Vanden to Elmira	Future STIP, Local TIF	Future	\$ 1,387	\$ 539	\$ 1,016	\$ 8,269	\$ 28,789	PE	ROW
STA	SOL110006	Jepson: LT Road from Elmira to Orange	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 28,300	PE	ROW
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	ROW
STA	NAP010008	SR 12 (Jameson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	Opening 2014

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	Ongoing
STA	SOL991066	Eastern Solano / SSCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Ongoing
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	Ongoing
*GRAND TOTAL					\$ 52,158	\$ 35,055	\$ 55,770	\$ 294,197	\$ 401,559		

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

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

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Recently Completed Projects (2011/12 and 2012/13)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400	\$ -	Completed	Completed
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	CON	Completed
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	Completed	Completed
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Completed	Completed
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	Completed	Completed
Fairfield	SOL110010	Various Streets Overlay (2011 STP LSR)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	Completed	Completed
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2012	\$ 11	\$ -	\$ -	\$ 115	\$ -	Completed	Completed
Rio Vista	SOL110022	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2012	\$ 147	\$ -	\$ -	\$ -	\$ -	Completed	Completed
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	CON	Completed
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	Completed	Completed
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	Completed	Completed
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	Complete	Completed
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Complete	Completed
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	Complete	Completed
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	Complete	Completed
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000	\$ -	Complete	Completed
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777	\$ -	Complete	Completed
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 88	\$ -	\$ 759	\$ -	CON	Completed
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	Completed
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station, Phase A	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	Complete	Project closeout
*GRAND TOTAL					\$ 266	\$ 5,995	\$ 9,180	\$ 64,758	\$ -		

METROPOLITAN TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Tentative 2013 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline as of December 3, 2013							
REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FEDERAL APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2013 TIP Update	13-00	Thu, Feb 21, 2013	Thu, Jul 18, 2013	Fri, Jul 26, 2013	Mon, Aug 12, 2013	Approved	Mon, Aug 12, 2013
Admin. Modification	13-01	Thu, Aug 1, 2013	Thu, Aug 15, 2013	N/A	N/A	Approved	Thu, Aug 15, 2013
Amendment	13-04	Thu, Aug 1, 2013	Wed, Sep 25, 2013	Tue, Oct 1, 2013	Thu, Oct 24, 2013	Approved	Thu, Oct 24, 2013
Admin. Modification	13-02	Sun, Sep 1, 2013	Tue, Sep 24, 2013	N/A	N/A	Approved	Tue, Sep 24, 2013
Admin. Modification	13-03	Sun, Sep 1, 2013	Mon, Sep 30, 2013	N/A	N/A	Approved	Mon, Sep 30, 2013
Admin. Modification	13-05	Tue, Oct 1, 2013	Thu, Nov 7, 2013	N/A	N/A	Approved	Thu, Nov 7, 2013
Amendment	13-08	Tue, Oct 1, 2013	Wed, Nov 20, 2013	Tue, Nov 26, 2013	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-06	Fri, Oct 25, 2013	Thu, Nov 21, 2013	N/A	N/A	Approved	Thu, Nov 21, 2013
Admin. Modification	13-07	Fri, Nov 22, 2013	Fri, Dec 20, 2013	N/A	N/A	Pending	TBD
Amendment	13-11	Sun, Dec 1, 2013	Wed, Jan 22, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-09	Wed, Jan 1, 2014	Fri, Jan 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-10	Sat, Feb 1, 2014	Fri, Feb 28, 2014	N/A	N/A	Pending	TBD
Amendment	13-14	Sat, Feb 1, 2014	Wed, Mar 26, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-12	Sat, Mar 1, 2014	Mon, Mar 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-13	Tue, Apr 1, 2014	Wed, Apr 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-17	Tue, Apr 1, 2014	Wed, May 28, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-15	Thu, May 1, 2014	Fri, May 30, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-16	Sun, Jun 1, 2014	Mon, Jun 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-20	Sun, Jun 1, 2014	Wed, Jul 23, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-18	Tue, Jul 1, 2014	Thu, Jul 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-19	Fri, Aug 1, 2014	Fri, Aug 29, 2014	N/A	N/A	Pending	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf

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

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee (PTAC)

DATE: November 18, 2013

FR: Ross McKeown

RE: Revised Regional Project Delivery Policy for MTC Resolution 3606

Background

The region has maintained an excellent project delivery record during the last several federal transportation authorization periods. This outstanding delivery record is due to the hard work of Caltrans Local Assistance, the Congestion Management Agencies (CMAs), project sponsors and the regional project-funding delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record during the Moving Ahead for Progress in the twenty-first century (MAP-21) and subsequent federal transportation acts, and maximize the amount of federal funds flowing into the region, MTC staff is recommending revisions to the Project delivery policy in MTC Resolution 3606.

The revised policy responds to provisions in the federal transportation act, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes and anticipated future federal and state policies relating to the timely use of federal funds. The revisions are specifically intended to: improve management of the limited Obligation Authority (OA) available each fiscal year, meet pre and post-obligation funding deadlines, align regional deadlines with the natural project implementation timeline and facilitate project delivery. Most importantly, the policy calls for the programming and obligation of funds consistent with the timing and availability of federal Obligation Authority.

MTC staff has worked with the Federal Efficiencies and Streamlining (FES) subcommittee of the Local Streets and Roads Working Group (LSRWG) and Programming and Delivery Working Group (PDWG) over the last several months to develop the revisions to the regional project-funding delivery policy to reflect new state and federal requirements. The task force consisted of representatives of the CMAs, counties, cities, Caltrans, and MTC staff.

Benefits of the SAFETEA Regional Project-Funding Delivery Policy:

The following are key benefits of the revised policy:

- The policy continues to strengthen the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and OA levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporates Caltrans and FHWA post-obligation requirements, thus minimizing the risk of losing federal transportation funding.

- Supports subsequent requests for additional federal funding for the region by demonstrating success in delivery of regional transportation projects.
- Provides flexibility for project sponsors to swap delayed projects with projects ready to use the funding.
- Establishes standard guidance to be applied for all regional discretionary funds and programming cycles and all FHWA-administered funds included in the TIP. A standardized policy makes it easier for project sponsors and to implement project delivery strategies consistently among the programmed projects.
- Keeps the region ahead of other regions in the state, that in recent years have been improving their own delivery rates.

Significant New and Revised Regional Project-Funding Delivery Policies:

The following are the significant changes to the policy:

- Obligation (E-76 authorization) deadline advanced from April 30 to January 31 of the federal fiscal year programmed in the TIP. This revision aligns the deadline with the natural schedule of projects to be constructed in the following summer construction season.
- Obligation Request Submittal deadline advanced from February 1 of the federal fiscal year programmed in the TIP to November 1 in response to the advanced obligation deadline.
- Funds for construction must be awarded within 6 months of obligation. The previous deadline was 9 months after obligation. This new deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans's 6-month invoicing requirement.
- For regional discretionary funds subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated.
- The policy is expanded to include all regional discretionary FHWA funds, not just STP/CMAQ, and applies some deadlines and requirements to other FHWA-administered funding programmed in the TIP.
- Every Local Public Agency that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency.
- Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid

transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future.

- Local Public Agencies must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the agency is self-certifying they are qualified to deliver federal-funding transportation projects. This regional qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

The intent of the revisions to the regional project-funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has attempted to establish regional deadlines, to the extent possible, in advance of federal deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds.

This revised policy is scheduled to be presented at the December Programming and Allocations Committee (PAC) for consideration and recommendation for approval, and will take effect once approved, with the exception of the Obligation and Obligation Submittal deadlines, which will take effect with new funding programmed after adoption of this revised policy and for all funds programmed in FY 2015-2016 and later in the TIP. Fiscal Year 2015-16 will serve as a transition year for OBAG funds, with sponsors encouraged to meet the new delivery deadlines, but with no consequences if they miss the advanced deadlines as long as they meet the existing obligation deadlines for OBAG funding.

Attachment: Proposed revised regional project-funding delivery policy for regional discretionary federal funding during MAP-21 and beyond

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**Regional Project Funding Delivery Policy for SAFETEA
STP and CMAQ FHWA-administered Federal Funds
In the San Francisco Bay Area
DRAFT**

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines ~~in addition to~~ **in advance of** state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the Regional ~~STP and CMAQ~~ **Discretionary** Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks **which come with their own assigned OA**). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, **such as those imposed by the CTC on funds it manages and allocates.**

This regional project delivery policy was developed by the San Francisco Bay Area's Partnership, through the ~~Project Delivery Task Force~~ **working groups** of the Bay Area Partnership's ~~Finance~~ **Technical Advisory Committee's (PTAC) Working Groups (FWG)**, consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, **cities** and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of the **regional discretionary** funds **including** the regional Surface Transportation Program (STP), ~~and~~ Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) Program, and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines ~~and project substitutions~~ for these **and other FHWA-administered federal** funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), **the Moving Ahead for Progress in the 21st Century (MAP 21)** and any subsequent extensions **and federal transportation acts.**

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

~~STP and CMAQ~~ **FHWA-administered federal** funds are to be programmed in the **federal** Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP) **by the California Transportation Commission (CTC).**

The regional **discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds** are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. ~~The programmed STP and /CMAQ~~ **regional discretionary funds** are for those projects alone, ~~—STP/CMAQ funds~~ **and** may be used for any phase of the project, **unless otherwise specified at the time of programming,** in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the ~~required~~ **funding** deadlines **and can meet all federal-aid project requirements.**

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the ~~STP and /CMAQ~~ **regional discretionary fund** programming. These changes, or ~~amendments~~ **revisions** to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. ~~STP/CMAQ~~ **Regional discretionary** funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. **Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.**

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the **regional** annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received **for the funds it manages.**

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after ~~February 1~~ **January 31** of each fiscal year. In some years OA may not be available for advancements until after April 30, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to April 30.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other **FHWA** federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines **and federal-aid requirements.** MTC may consult with **FHWA**, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA ~~on~~ **by** May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after April 30, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements **deadlines subsequent to the obligation deadline (such as award and invoicing deadlines)** have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, **or project invoicing** cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway **and the agency is ready to invoice and the agency is able to meet the deadlines.** **The use of ACA** may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. **When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.**

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project **funding** reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction **or right of way acquisition** in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (~~such as Local Streets and Roads Rehabilitation~~) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, ~~such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511,~~ are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans **(and if applicable, CTC)** procedures and federal regulation. However, **STP/CMAQ Regional Discretionary Funding managed by MTC and assigned to** for the project is limited to the amount approved by MTC **for that specific project**. Once funds are de-obligated, there is no guarantee the funds **replacement funding** will be available for the project. **However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.**

For federal regional discretionary funds managed by MTC, any project funding reductions or unused funds realized after the obligation deadline return to MTC. Any **Regional Discretionary Funding such as** STP/CMAQ funds that have been obligated but remain unused **unexpended at the time of project close-out** will be de-obligated and returned to the Commission for reprogramming. **However, for funding managed by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.**

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: ~~If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, If a project is canceled after the environmental process is complete, or a project does not proceed to construction~~ **or right of way acquisition** within 10 years, the agency is **may be** required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution **from other states**. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the ~~beginning~~ **end** of each federal **state** fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the **following federal fiscal** year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and ~~if necessary,~~ review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation **by the deadline** are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program **federal** fiscal year. The agency shall be considered committed to delivering the project **by the funding deadline** (obligating/**authorizing** the funds **in an E-76** or transferring to FTA) ~~once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.~~ **at the beginning of the federal fiscal year (October 1), for funding programmed in that year of the TIP**

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines **and federal-aid requirements.**

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified', for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.

- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects. Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive STP or CMAQ Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies ~~are required to~~ **are to** request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, **or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.**

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms **(if required)** must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete ~~environmental package~~ **Preliminary Environmental Study (PES) form and attachments** to Caltrans for all projects ~~(except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review)~~, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- ~~**Disadvantaged Business Enterprise (DBE)**~~

~~Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.~~

~~STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after February 1. Agencies should begin the DBE process as early as possible to meet the Caltrans DBE submittal deadline of June 1 the preceding fiscal year. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.~~

Important Tip: ~~An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45 day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by March of the preceding federal fiscal year so the process may be complete by the Caltrans due date of June 1 of the preceding fiscal year. This will ensure the DBE requirement has been met by the beginning of the federal fiscal year in October.~~

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive ~~STP and CMAQ~~ **Regional Discretionary** funding must demonstrate the ability to obligate programmed funds by the established ~~obligation~~ deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the **funding** deadlines ~~and federal aid requirements~~ can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by ~~February 1~~ **November 1** of the **fiscal year** the funds are listed in the TIP. **The RFA package includes the CTC allocation request documentation for CTC managed funds such as STIP and State-TAP funded projects as applicable.** Projects with complete packages delivered by ~~February 1~~ **November 1** of the **TIP** program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after ~~February 1~~ **November 1** of the **TIP** program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the ~~February 1~~ **November 1** deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, ~~such as the Local Streets and Roads Rehabilitation program,~~ the CMAs may adjust delivery, consistent with the program eligibility requirements, up until ~~February 1 of the programmed year~~ **the start of federal fiscal year in which the funds are programmed in the TIP,** swapping funds to ready-to-go projects in

order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional ~~competitive~~ programs, such as the regional ~~Transportation for Livable Communities (TLC) program~~, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

~~STP and CMAQ MTC Regional Discretionary Funding~~ funds are **is** subject to a **regional** obligation/**authorization**/FTA transfer deadline of ~~April 30~~ **January 31** of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/**authorization** or FTA transfer to Caltrans Local Assistance by ~~February 1~~ **November 1** of the fiscal year the funds are programmed in the TIP, and receive an obligation/**authorization**/ FTA transfer of the funds by ~~April 30~~ **January 31** of the fiscal year programmed in the TIP. For example, projects programmed in ~~FY 2007-08~~ **FY 2014-15** of the TIP have a **request for authorization**/obligation/FTA transfer request submittal deadline (to Caltrans Local Assistance) of ~~February 1, 2008~~ **November 1, 2014** and an obligation/ **authorization**/FTA transfer deadline of ~~April 30, 2008~~ **January 31, 2015**. Projects programmed in ~~FY 2008-09~~ have an obligation request submittal deadline (to Caltrans) of ~~February 1, 2009~~ and an obligation/FTA transfer deadline of ~~April 30, 2009~~. No extensions will be granted to the obligation deadline.

In Summary:

- **Request For Authorization (RFA) Submittal Deadline:** ~~February 1~~ **November 1** of the fiscal year **the funds are** programmed in the **federal** TIP. The Implementing Agency is required to submit a complete **Request for Authorization (RFA)/** obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). **For projects with federal funds managed by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline.**
- **Obligation /Authorization Deadline:** ~~April 30~~ **January 31** of the fiscal year **the funds are** programmed in the TIP, **including funds managed by the CTC, such as STIP and state-TAP.** No extensions will be granted to the obligation deadline.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the Regional Discretionary Funding in a later year of the TIP and advance the funds after April 30 using the Expedited Project Selection Process (EPSP) when additional OA is made available by Caltrans. Projects with federal funds managed by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

~~February 1~~ **November 1** - Regional **Request For Authorization (RFA)** submittal deadline. Complete **and accurate Request for Authorization** package submittals, and ACA conversion requests for projects in the annual obligation plan received by ~~February~~

‡ **November 1** of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA. **The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.**

~~February 1 – April 30~~ **November 1 – January 31** – Projects **programmed in the current year of the TIP and** submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by ~~April 30~~ **January 31**. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years ~~must~~ **should** request the advance prior to ~~April 30~~ **January 31**, in order to secure the funds within that federal fiscal year. **This rule does not apply to federal funds managed by the CTC such as STIP or state-TAP funds.**

~~April 30~~ **January 31** - Regional obligation/**Authorization** deadline. **Regional Discretionary Funding** not obligated (or transferred to FTA) by ~~April 30~~ **January 31** of the fiscal year **the funds are** programmed in the TIP ~~will be returned to MTC for reprogramming~~ **are subject to reprogramming by MTC.** No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to ~~April 30~~ **January 31** in order to secure the funds within that federal fiscal year. **For funding managed by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.**

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they ~~will be de-programmed~~ are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, ~~except under certain circumstances such as when Caltrans uses ACA for state projects.~~

Important Tip: In some years, OA for the region may be severely limited, especially toward the end of the **such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a** federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the **RFA** deadline of ~~February 1~~ **November 1** have priority, followed by other projects in the annual obligation plan submitted before the **RFA Submittal** deadline of ~~February 1~~ **November 1**. Projects in the obligation plan but submitted after ~~February 1~~ **November 1** may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after ~~June 1~~ **May 1**, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. ~~Obligation requests~~ **RFAs** submitted after the ~~February 1~~ **November 1** deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy ~~may have OA restricted~~ **or not complying with federal-aid requirements, are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.**

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are always in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds, must be accompanied with a complete and accurate E-76 RFA package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences unless the E-76 RFA package is also submitted.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. **It is expected that Caltrans will initiate the PSA within 30 days of obligation.** The agency must **should** contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised ~~within 6 months of obligation and awarded within 9~~ **6** months of obligation (**or within 6 months of allocation by the CTC for funds managed by the CTC**). However, regardless of the ~~advertisement and award~~ deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the ~~notice of award~~ **complete award package immediately after contract award and prior to submitting the first invoice** to Caltrans in accordance with Caltrans Local Assistance procedures, ~~with a copy also submitted to the applicable CMA.~~ Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6 months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

Agencies with projects that have not been invoiced against and reimbursed within a 12 month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed **against** at least once every 12 months

are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, **or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines** can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ~~ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.~~

- ~~Inactive Projects~~

~~Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed to construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.~~

- **State Liquidation/Reimbursement Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within ~~6~~ **5** state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

~~Projects must be properly closed out~~ **Implementing agencies must submit to Caltrans the Final Report of Expenditures** within six months of ~~final project invoice~~ **project completion**. Projects must proceed to **right of way acquisition or** construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction **or right of way acquisition** within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction **or right of way**

acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of ~~the~~ **all their FHWA federal-aid** projects against these regional, state and federal funding deadlines **and milestones** and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and ~~may be able~~ **will work with the agency** to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, **or are out of compliance with federal-aid requirements and deadlines** will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive ~~STP or CMAQ~~ **Regional Discretionary Funding** based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

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DATE: December 6, 2013
TO: STA TAC
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



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



DATE: December 11, 2013
TO: STA TAC
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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- 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:

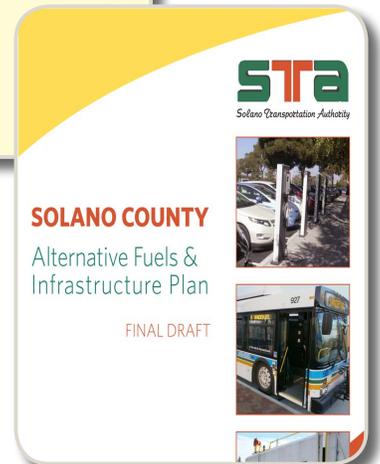
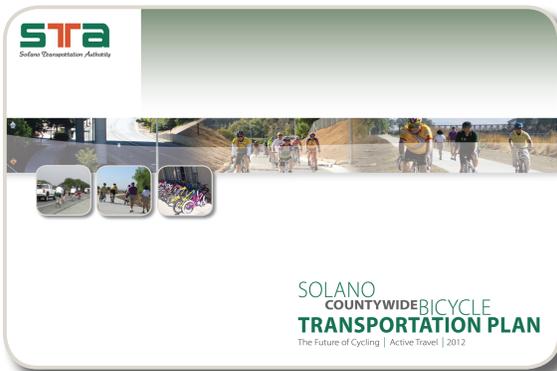
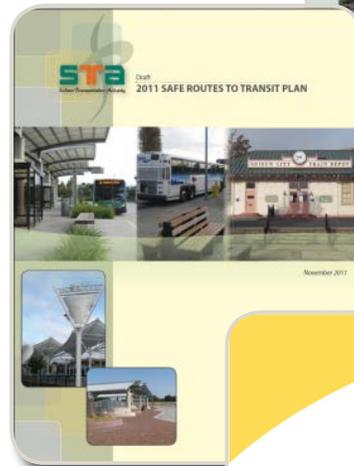
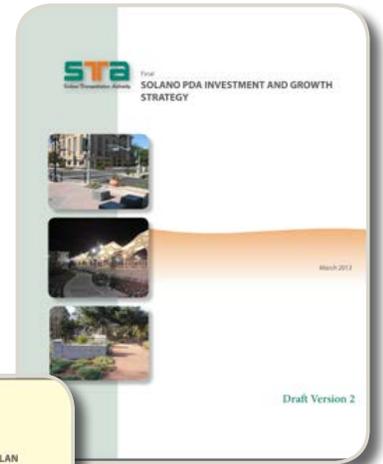
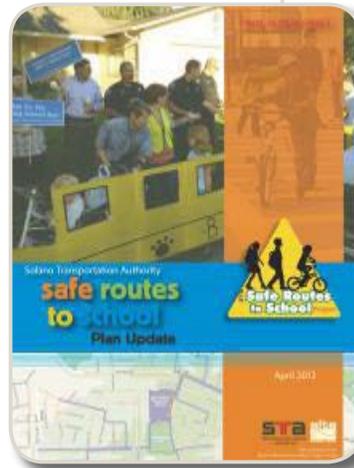
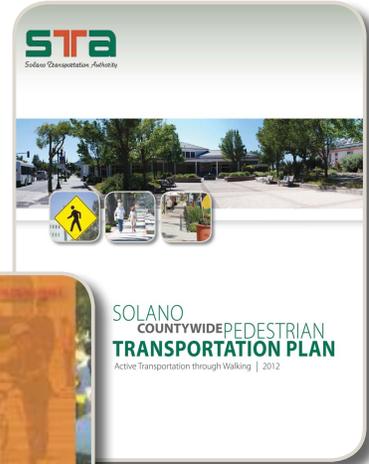
"One County, Many Choices ~ Provide a balanced transportation system that is an alternative to the single occupant car, and support local land use options that take advantage of this system.





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.



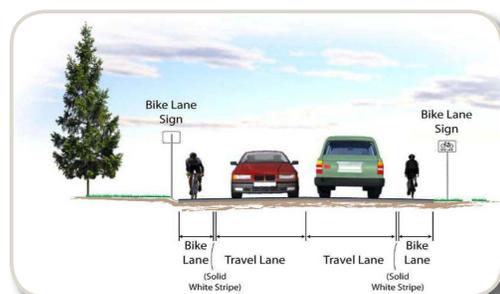
Section 1 - Active Transportation System defined

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.

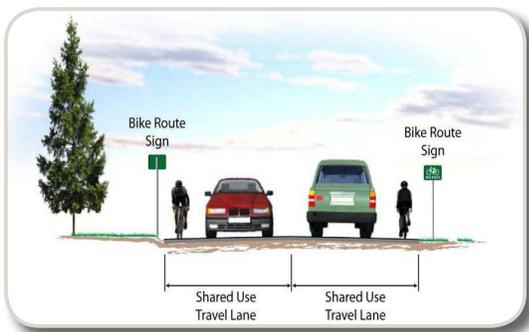
The primary gap identified in the Goal Gap Analysis is one of network completion. STA and its member agencies, through the adoption (or pending adoption) of the various Active Transportation component plans, have identified the network of bicycle and pedestrian facilities, alternative fuel facilities 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.

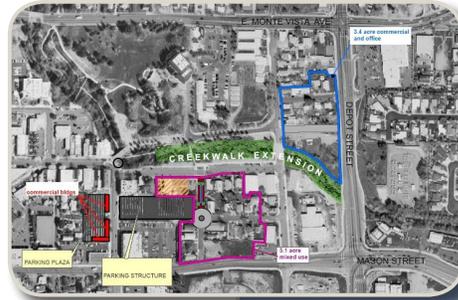
AM Policy _12: Examine and expand on Public Private Partnerships (P3s) for Active Transportation facilities. This Policy advances Active Transportation Goals 1, 2, 16 and 17.

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.

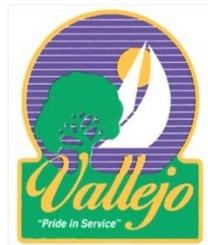
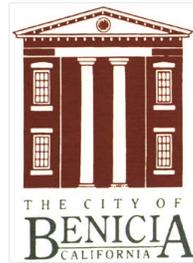
The remaining Active Transportation do not have the same commonly accepted, easily measured indices of performance. A method to assess multi-modal travel, including auto, transit and bicycle/pedestrian travel, has been established, but has not yet been implemented in Solano County. MTC and other regional 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 3, 2013
TO: STA TAC
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: November 27, 2013
 TO: STA TAC
 FROM: Sara Woo, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, 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



DATE: December 6, 2013
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

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

Attachments:

- A. Pedestrian Advisory Committee (PAC), Draft Minutes of October 17, 2013
- B. Bicycle Advisory Committee (BAC), Draft Minutes of November 7, 2013
- C. Safe Routes to School (SR2S) Advisory Committee, Draft Minutes of November 20, 2013
- D. Paratransit Coordinating Council, Draft Minutes of November 21, 2013

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Solano Transportation Authority

Pedestrian Advisory Committee (PAC)

Meeting Minutes of

October 17, 2013

6:00 – 7:30 p.m.

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

1. CALL TO ORDER

Chair Hudson called the meeting to order at 6:05 p.m.

MEMBERS PRESENT:

Mike Hudson	City of Suisun City, Chair
Pete Turner	City of Benicia
Tamer Totah	City of Fairfield
Kevin McNamara	City of Rio Vista
Shannon Lujan	City of Vacaville

Shannon Lujan left at 7:10 p.m.

MEMBERS ABSENT:

Kathy Hoffman	Bay Area Ridge Trail Council
Maureen Gaffney	San Francisco Bay Trail
Bil Paul	City of Dixon

STAFF PRESENT

Sofia Recalde	STA, Transit Mobility Coordinator
Sara Woo	STA, Associate Planner
Nancy Abruzzo	STA, Administrative Assistant
Danelle Carey	STA, SR2S Assistant Program Manager
Karin Bloesch	STA, SR2S Walking School Bus Coordinator
Karla Valdez	STA, SR2S Walking School Bus Coordinator

ALSO PRESENT:

In Alphabetical Order by Agency:

Jason Riley	City of Dixon
David Melilli	City of Rio Vista
Christian Ogden	Solano Community College
Nick Lozano	City of Suisun City
Tracy Rideout	City of Vacaville
Allan Panganiban	City of Vallejo

2. CONFIRM QUORUM

A quorum was confirmed.

3. APPROVAL OF AGENDA

On a motion by PAC Member Lujan and a second by PAC Member McNamara the PAC unanimously approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. STA PAC MEETING MINUTES OF October 17, 2013

On a motion by PAC Member Lujan and a second by PAC Member McNamara the PAC unanimously approved the meeting minutes.

6. PRESENTATIONS

A. SR2S Walking School Bus Program

Karin Bloesch and Karla Valdez, STA Walking School Bus Coordinators, provided an overview of the SR2S Walking School Bus Program and how the Pedestrian Advisory Committee can get involved.

Ms. Bloesch noted what a walking school bus is, the benefits of a walking school bus, how to start a walking school bus, walking school bus goals, current walking school bus routes and target schools for 2013-14 school year.

Karla Valdez highlighted the International Walk to School Day that took place on October 9, 2013. Ms. Valdez noted the Walk to School Day participating schools.

B. Project Status Reports

- Jason Riley, City of Dixon, presented Dixon's pedestrian priority project, Safe Routes to School Enhancements.
- Dave Mellili, City of Rio Vista, presented Rio Vista's pedestrian priority project, the Waterfront Promenade.
- Nick Lozano, City of Suisun City, presented Suisun City's pedestrian priority project, the Class 1 Path on Lotz Way.
- Tracey Rideout, City of Vacaville, presented Vacaville's pedestrian priority project, the Creekwalk Extension – McClellan Street to Depot Street
- Allan Panganiban, City of Vallejo, presented Vallejo's pedestrian priority project, the Downtown Vallejo Streetscape Improvement Project.

7. ACTION ITEMS

A. Pedestrian Priority Projects Update

Based on input, the Pedestrian Advisory Committee members modified the changes to the Tier 1 and Tier 2 projects list as follows:

Tier 1	<ol style="list-style-type: none"> 1. <i>Suisun Valley Farm to Market</i> 2. <i>Downtown Vallejo Streetscape Improvement Project</i> 3. <i>Rio Vista: Waterfront Promenade</i> 4. <i>Dixon Safe Routes to School Enhancements-CA Jacobs Intermediate</i>
Tier 2	<ol style="list-style-type: none"> 1. <i>Benicia: Safe Routes to School Enhancements—Robert Semple Elementary</i> <i>Dixon: Safe Routes to School Enhancements—CA Jacobs Intermediate</i> 2. <i>Fairfield: West Texas Street Gateway</i> <i>Rio Vista: Waterfront Promenade</i> 3. <i>Suisun City: Class I Path on Lotz Way</i> 4. <i>Vacaville: Creekwalk Extension – McClellan Street to Depot Street</i> 5. <i>Vallejo: Bay Trail and Vine Trail Project</i> 6. <i>Solano County: Tri-City and County Regional Trail Connections</i>

Recommendation:

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

1. Pedestrian Priority Projects List (Attachment A); and
2. Pedestrian Priority Project Tiered List (Attachment B).

On a motion by Kevin McNamara, and a second by Pete Turner the STA PAC unanimously approved the recommendation as amended shown above in ***bold italics***.

8. INFORMATIONAL ITEMS –DISCUSSION

A. Comprehensive Transportation Plan: Draft Active Transportation Element

Sofia Recalde provided an overview of the Draft Active Transportation Element that the STA is in the process of developing. Ms. Recalde noted the Solano Comprehensive Transportation Plan is one of the foundation policy documents for STA along with the Congestion Management Program and MTC’s Regional Transportation Plan. The current Comprehensive Transportation Plan was adopted in 2005 and the STA is now in the process of updating the plan. She pointed out that the Comprehensive Transportation Element consists of three elements. The Active Transportation Element was previously called the Alternative Modes Element that was recently changed at the Active Transportation Policy Committee meeting. The second Element is the arterials, highways and freeways and the third Element is transit.

Ms. Recalde reviewed the Active Transportation element of the Comprehensive Transportation Plan including the guiding principles, the urpose, define the system, goals and gaps, resources available, making and measuring choices, priorities and the timeline of the draft Active Transportation Element.

Ms. Recalde outlined the timeline for the Draft Active Transportation Plan:

- On October 9, 2013, the Active Transportation Committee approved the release of the Draft.
- October – December 2013, The Draft will be presented to STA Advisory and Staff committees for public comment.
- January 8, 2014 comments submitted to the STA Board.
- STA Board adoption in July 2014.

B. Priority Conservation Area (PCA) Update

Due to time constraints, this item was not presented.

C. Bay Trail/Vine Trail Update

Due to time constraints and at the request of Chair Hudson, this item will be moved to the next PAC meeting scheduled on December 12, 2013.

D. PAC Membership Status

Sofia Recalde provided an update on the Pedestrian Advisory Committee membership status. She noted the member agency vacancies and the difficulty in filling these seats. Ms. Recalde mentioned that she reached out to Susan Rotchy, Independent Living Resources, about becoming a PAC member and, at this time, Ms. Rotchy is considering the request. She also contacted Solano Community College and reported they are very enthusiastic and want to remain a part of the committee. Christian Ogden, a student attending Solano Community College, was in attendance at the meeting and will be submitting an application to become a PAC member. The other agency that would like to remain a part of the committee is the Solano Land Trust. Tri City and County Cooperative Planning Group will make a decision at their December meeting to see if continued involvement in the PAC is desired. The Solano County Agriculture Commission and San Francisco Bay Trail accepts STA staff's recommendation to eliminate their position. San Francisco Bay Trail intends to attend PAC meetings when relevant projects are discussed or presented.

9. INFORMATIONAL ITEM –NO DISCUSSION

A. Funding Opportunities

Sara Woo reviewed the funding opportunities. Ms. Woo noted the City of Vacaville and the City of Vallejo submitted projects for the Safe Routes to Transit funding and the applications are presently being reviewed.

10. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

- Solano County Pedestrian Priority Projects Update presentation
- Bay Trail/Vine Trail Update
- Introduction to Funding (New PAC members' orientation)
- STA Acronym List (Include in PAC packet)

11. ADJOURNMENT

The meeting was adjourned at 7:45 p.m. The next meeting of the STA PAC is currently scheduled for **Thursday, December 12, 2013.**

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

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Solano Transportation Authority

Bicycle Advisory Committee (BAC)

Meeting Minutes of

Thursday, November 7, 2013

6:30 – 8:00 p.m.

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

1. CALL TO ORDER

Chair Posey called the meeting to order at approximately 6:35 p.m.

MEMBERS

PRESENT:

Ray Posey, Chair	City of Vacaville
Nancy Lund	City of Benicia
Mick Weninger	City of Vallejo
David Pyle	City of Fairfield
Michael Segala, Vice Chair	County of Solano
Jim Fisk	City of Dixon
Lori Wilson	City of Suisun City
Barbara Wood	Member –At-Large

STAFF

PRESENT:

Sara Woo	STA, Associate Planner
Sofia Recalde	STA, Associate Planner
Nancy Abruzzo	STA, Administrative Assistant I

ALSO

PRESENT:

In Alphabetical Order by Agency:

Nick Burton	County of Solano Public Works
James Loomis	City of Vacaville Public Works
Alan Panganiban	City of Vallejo Public Works
Nouae Vu	City of Benicia
Nick Lozano	City of Suisun City

2. CONFIRM QUORUM

A quorum was confirmed.

3. APPROVAL OF AGENDA

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

4. OPPORTUNITY FOR PUBLIC COMMENT

Ray Posey commented on the email he received from PeopleforBikes about their Green Lane Project. Mr. Posey explained what the Green Lane Project is about. This is a PeopleForBikes program helping cities build better bike lanes to create low-stress streets. They focus on protected bike lanes, which are on-street lanes separated from traffic by curbs, planters, parked cars, or posts.

He noted that applications are now being accepted for the Green Lane Project Phase 2, a campaign to catalyze the installation of protected bike lanes (also called cycle tracks or separated lanes) on city streets. The two-year campaign will establish a close working partnership of six leading cities poised to pave the way to better streets. Full applications are due January 14, 2014. Winners will be announced in March, 2014.

5. APPROVAL OF MEETING MINUTES OF MARCH 22, 2012

On a motion by Member Posey and a second by Member Lund the BAC unanimously approved the meeting minutes of September 5, 2013 with amendment to read:

Nancy Lund was not present at the September 5, 2013 BAC meeting.

6. PRESENTATIONS

A. Project Status Updates – Presentations from Project Sponsors

- James Loomis, City of Vacaville presented the Allison Priority Development Area Bicycle-Pedestrian Improvements Project.
- Nouae Vu, City of Benicia presented the Park Road-Benicia Bridge to Industrial Way.
- Alan Panganiban, City of Vallejo presented the Downtown Streetscape Project Phase 2, Phase 3 (Sacramento Street and Georgia Street), Phase Maine Street and Georgia Street Corridor Bike Improvements.
- Nick Lozano, City of Suisun City presented the Class I Bike Path on Driftwood Drive at Crystal Middle School, an extension of the Grizzly Island Trail. This bike path is the School District's top Safe Routes to School project.
- Nick Burton, Solano County presented the Pleasants Valley Road project (Class II bike path), Suisun Valley Farm to Market project (to connect people to local produce locations that are being farmed nearby) and a brief update on Midway Road /Sievers Road which is going better than planned.

7. ACTION ITEMS

A. Bicycle Project List Discussion and Prioritization

Sara Woo highlighted the Bicycle Priority Projects List. Ms. Woo reviewed the priority bicycle projects that have been completed in the last five years. She noted the STA staff met with planning and public works staff and BAC members from each city and the County to update the Priority Projects List. Ms Woo reviewed the updated Priority Projects List that included project descriptions and cost estimates. She mentioned the STA staff then ranked the projects against several criteria.

Based on input, the Bicycle Advisory Committee members modified the changes to the Tier 1 and Tier 2 projects list as follows:

Tier 1	<ol style="list-style-type: none"> 1. <i>Vanden Road (Jepson Parkway)</i> 2. <i>Pleasants Valley Road</i> 3. <i>Suisun City: Class I Path on Driftwood at Crystal Middle School</i> 4. <i>Solano County: Suisun Valley Farm to Market</i>
Tier 2	<p><i>Benicia: Park Road</i></p> <p><i>Dixon: Vaca-Dixon Bike Route</i></p> <p><i>Fairfield: Fairfield to Vacaville Intercity Gap Closure</i></p> <p><i>Rio Vista: Church Road Class I</i></p> <p><i>Suisun City: Class I Path on Driftwood at Crystal Middle School</i></p> <p><i>Vacaville: Ulatis Creek Bike/Ped Path</i></p> <p><i>Vallejo: Georgia Street Improvements</i></p> <p><i>Solano County: Suisun Valley Farm to Market</i></p>

On a motion from PAC Member Wilson and a second by PAC Member Pyle, the Bicycle Advisory Committee approved the recommendation as amended shown above in ***bold italics***

Recommendation:

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

1. Bicycle Priority Projects List (Attachment A); and
2. Bicycle Priority Projects Tiered List (Attachment B)

8. INFORMATION ITEMS - DISCUSSION

A. Comprehensive Transportation Plan: Draft Active Transportation Element

Sara Woo provided an overview of the Comprehensive Transportation Plan: Draft Active Transportation Element (CTP). Ms. Woo noted the Comprehensive Transportation Plan is the countywide document that covers all transportation planning and delivery of overall projects. The Plan includes the sub elements arterials, highways and freeways; the transit element and the active transportation.

Ms. Woo stated the current Comprehensive Transportation Plan was adopted in 2005 and the STA is now in the process of updating the plan. The supporting documents that go into the Plan are the Bicycle Plan, the Pedestrian Plan, Safe Routes to School Plan, Safe Routes to Transit Plan, Alternative Fuels and Infrastructure Plan and the Transportation for Sustainable Communities Plan.

Ms. Woo noted the purpose of the Active Transportation Element is to provide a balanced transportation system that is alternative to the single occupant vehicle and coordinating with the various land use options and bridging that gap to coordinate the various modes.

Ms. Woo outlined the timeline for the Draft Active Transportation Plan:

- On October 9, 2013, the Active Transportation Committee approved the release of the Draft.
- October – December 2013, The Draft will be presented to STA Advisory and Staff committees for public comment.
- January 8, 2014 comments submitted to the STA Board.
- STA Board adoption in July 2014.

B. Priority Conservation Area (PCA) Update

Sara Woo provided an update to the Priority Conservation Area (PCA). Ms. Woo noted PCA's are locally identified areas for conservation which provide important agricultural,

natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was a prime reason for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) existing and one (1) planned ABAG designated PCAs.

STA staff proposes to issue a Request for Proposals (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. The initial purpose of the PCA Assessment and Implementation Plan is to reevaluate the PCA's that were designated in 2007 and look for other opportunity areas for PCA Designation.

STA staff is working to obtain a consultant and kicking off the study by December 2013. Funding for consultant services will be provided entirely from the One Bay Area Grant (OBAG) Priority Conservation Area (PCA) Planning Grant.

C. Bay Trail/Vine Trail Update

Ms. Woo provided update on the Bay Trail/Vine Trail. She commented that The Napa Valley Vine Trail is a proposed multi-use Class I bicycle and pedestrian path from the Vallejo Ferry Terminal to Calistoga. Ms. Woo also added the City of Vallejo is working with Solano Transportation Authority (STA) and other stakeholders of the Napa Valley Vine Trail project (Vine Trail).

Sara Woo reported the Vine Trail project is supported by a grassroots non-profit called the Vine Trail Coalition. The purpose of the coalition is to advocate and support the project through donations and fundraising not only for the delivery of the project itself, but maintenance as well.

Sara Woo further noted to determine the scope of the project and costs involved with constructing a bicycle and pedestrian path, a feasibility study is needed. On August 27, 2013, STA received a letter from the City of Vallejo requesting that STA act as the project sponsor for this project. STA is working on a draft feasibility study scope of work outline for Solano County's portion of the project.

D. BAC Membership Status

Sara Woo reported the BAC Membership Status as follows:

Jurisdiction	Member	Term Expires
Benicia	Nancy Lund	December 31, 2013
Dixon	Jim Fisk	December 31, 2014
Fairfield	David Pyle	December 31, 2013
Rio Vista	VACANT	N/A
Suisun City	Lori Wilson	December 31, 2016
Vacaville	Ray Posey	December 31, 2014
Vallejo	Mick Weninger	December 31, 2014
Solano County	Mike Segala	December 31, 2015
Member-At-Large	Barbara Wood	December 31, 2015

Ms. Woo stated the terms for the City of Benicia and the City of Fairfield will expire on December 31, 2013. Ms. Woo informed the members to contact the City Mayor and inform them they want to continue serving as a BAC member. The Mayor will then write a letter to

Solano Transportation Authority nominating them to the Solano Transportation Authority Bicycle Advisory Committee.

9. INFORMATIONAL ITEMS – NO DISCUSSION

A. Summary of Other Funding Opportunities

Sara Woo reviewed the BTA Grant funding opportunity that happens once a year. Ms. Woo noted the funding opportunities will be available to STA member agencies during the next few months.

10. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

None presented.

11. ADJOURNMENT

The meeting was adjourned at approximately 9:40 p.m.

Minutes prepared by STA staff, Nancy Abruzzo, (707) 424-6075, nabruzzo@sta-snci.com

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Meeting minutes of
November 20, 2013

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 12:00 p.m. in the STA Main Conference Room.

SR2S-AC Members Present:	Jim Antone Mike Segala Mel Jordan Scott Przekurat Ozzie Hilton Garland Wong Tracy Nachand	Yolo-Solano Air Quality Management District Chair/Bicycle Advisory Committee Assistant Superintendent, Vallejo USD City of Benicia Police Department City of Vacaville, Public Works Department City of Fairfield, Traffic Engineering Solano County Dept. of Public Health, Alternate
STA Staff Present:	Karen Bloesch Danelle Carey Sheila Jones Karla Valdez Judy Leaks	STA STA STA STA STA
Others Present:	Natalee Dyudyuk	Fairfield-Suisun Unified School District
SR2S-AC Members absent:	Tim Mattos Robin Cox Jay Speck Mike Hudson	City of Suisun City Police Department Solano County Dept. of Public Health Solano County Office of Education Pedestrian Advisory Committee Representative

2. CONFIRM QUORUM

A quorum was confirmed.

3. APPROVAL OF AGENDA: November 20, 2013

With a motion from Garland Wong and a second from Scott Przekurat, the SR2S-AC unanimously approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. **APPROVAL OF MEETING MINUTES FROM SEPTEMBER 4, 2013**

Jim Antone commented that under the Federal Funding sources: “*Solano Transportation Authority*” should replace “*Valley Transportation Authority*”.

With a motion from Scott Przekurat and a second from Tracy Nachand the SR2S-AC unanimously approved the September 4, 2013 meeting minutes.

6. **ACTION NON FINANCIAL ITEMS**

A. Officer Election

Danelle Carey stated that Michael Segala has reached the end of his term as Chair of the Safe Routes to School Advisory Committee. She stated that at the September 2013 meeting, Mel Jordan was elected as Vice-Chair of the committee to replace Jeff Knowles. She cited that the bylaws of the committee states that at the last meeting of each calendar year, the SR2S-AC Committee shall nominate and elect the Chair and the Vice-Chair for one calendar year term. She concluded that no officer shall serve more than two consecutive terms in a given office.

1. Recommendation:

Elect a Chair for one term.

On a silent paper vote, Mel Jordan was elected as Chair for a one year term.

With a motion from Scott Przekurat and a second from Tracy Nachand the SR2S-AC unanimously approved the recommendation.

2. Recommendation:

Elect a Vice-Chair for one term.

On a silent paper vote, Jim Antone was elected as Vice-Chair for a one year term.

With a motion from Mel Jordan and a second from Scott Przekurat the SR2S-AC unanimously approved the recommendation.

7. **INFORMATIONAL ITEMS - DISCUSSION**

A. SR2S Program Update

Travel Surveys, Raffle, Suisun City delivered a bike.

Danelle provided an update on the SR2S Program. She stated that 140 students have participated in (2) bike rodeos; 447 students participated in (1) safety assembly and a total of 115 helmets were distributed throughout our 3 completed events. She stated that 6,465 students participated in (26) walk & roll events. She concluded that there are 19 active walking school bus routes at 11 schools.

Karin Bloesch and Karla Valdez provided an update on the Safe Routes to School Walking School Bus Program. Karin stated that The Walking School Bus coordinators attended the following Community Events: Fairfield Farmer’s Market (9-19-13), Vacaville KidFest (10-5-13), International Walk to School Day (10-9-13), the Breath America meeting (10-30-13), and the AAOA Program Presentation on the November 7, 2013. Karla stated that for School Outreach they also attended Back to School Night at Lincoln Elementary (Vallejo), a PTO Parent Meeting Presentation Browns Valley (Vacaville), an Elementary Principal Meeting Presentation (Vallejo), a Parent Assembly at Markham Elementary (Vacaville), International Walk to School Day with STA staff

throughout different cities, a PTA Parent Presentation Cooper Elementary (Vallejo), a PTC Parent Presentation at Fairmont Elementary (Vacaville), a Parent Walking School Bus Presentation at Laurel Creek (Fairfield), a Walk Audit at Vaca Peña Middle School (Vacaville), and lastly, a Principal Presentation at Rolling Hills Elementary in Fairfield. She concluded that between both of the WSB coordinators there have been 17 new trained volunteers and 9 new routes establish within the county.

Tracy Nachand stated that Robin Cox leveraged other funding sources for the community transformation grant to run three radio ads through KUIC. He stated that the purpose was to promote walk and roll week, safety and walking school buses.

B. Enforcement/Public Safety Grant Update

Danelle Carey provided an update on the Enforcement/Public Safety Grant. She stated that during the last SR2S-AC meeting, a recap from the SR2S safety enforcement grant subcommittee was shared and a discussion occurred on how to develop and/or shape the safety enforcement grant. She stated that SR2S Staff requested that feedback from the committee be emailed to the program by September 30, 2013. She stated that SR2S Staff is working with Alta Planning & Design to incorporate the feedback requested from the committee to draft a request for proposals (RFP) for the SR2S-AC review during the February 2013 meeting.

C. Document Delivery for Future Committee Meetings

Vice-Chair Mel Jordan provided an overview of the Document Delivery for Future Committee Meetings. He stated that in an effort to reduce the amount of paper that is circulated for future meetings, SR2S Staff would like to discuss a more efficient and environmentally conscious alternative to printing agendas and attachments for meetings.

Tracy Nachand suggested reducing the quantity of what is currently being produced to half. He also suggested printing only the agenda out as opposed to the complete packet.

Jim Antone suggested asking members if they want a printed copy of the agenda in the SR2S-AC Agenda Email Notice to determine production of the packet.

Garland Wong suggested that the SR2S-AC Agenda Packet be provided on the STA projector during the meetings. He stated that members can download the agenda from the website and print items they would like to discuss.

D. Membership and Attendance

Vice-Chair Jordan provided an overview on SR2S Membership and Attendance. He stated that the SR2S-AC Bylaws state that “Members of the SR2S-AC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an ‘un-contacted absence’ which may have their position declared vacant by the STA Board.”

Danelle Carey expressed the importance of membership attendance as the committee only meets 3 times per year. She stated that committee member attendance will be provided on future membership and attendance staff reports.

INFORMATIONAL ITEMS – NO DISCUSSION

E. International Walk to School Day Update

Danelle provided an update on International Walk to School Day. She stated that International Walk to School Day was celebrated on October 9, 2013. She stated twenty-seven (27) schools participated, 13 more schools than last year, reaching just under 6,500 students. She added that as a result, parents and school administrators are excited to get their students walking more often, and to keep up the momentum, “Walking Wednesdays” will be launched to keep students excited about active transportation. She concluded that communication was sent to all schools on October 23, 2013 providing an update on International Walk to School day, a follow-up survey to assist with preparation for next year’s events, as well as a flyer regarding “Walking Wednesdays”.

F. Adoption of the SR2S Countywide Plan

Danelle Carey stated On October 9, 2013, the STA Board adopted the 2013 Safe Routes to School Plan. She stated that the plan provides new goals for the program and will assist the program in future years to achieve desired change in travel habits of students, parents and other travelers within school zones. She stated that a complete copy of the SR2S Countywide Plan is available for download on our website. She stated that if any members are interested in a hard copy to notify Sheila Jones.

8. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA ITEMS

None.

9. ADJOURNMENT

The meeting was adjourned at 1:09 p.m. The next regularly scheduled meeting of the SR2S-AC will be February 12, 2014 in the STA Conference Room.



PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Draft Minutes for the meeting of November 21, 2013

1. CALL TO ORDER

Liz Niedziela, STA Staff, called the meeting to order at 1:07 p.m. in the Joseph Room at the JFK Library.

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

Richard Burnett	MTC PAC Representative
Curtis Cole	Solano County Health and Social Services
Kyrre Helmersen	Vice-Chair, Transit User
Anne Payne	Area Agency on Aging
Edith Thomas	Chair, Social Service Provider
James Williams	Member at Large

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

Judy Nash	Public Agency – Education
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Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA Staff
Roy Berlinghoff	National Express
Lou Bordisso	Transit User
Jessica Deakyne	Solano County Transit/SolTrans
Rachel Ford	Solano County Mental Health
Vicki Jacobs	City of Dixon/Dixon Read-Ride
Sheila Jones	STA PCC Committee Clerk
Taramishia Leonard-Ragstone	Milestones
Molly Leavitt	Transit User
Frances Lewis	Transit User
Liz Niedziela	STA Staff
Carol Putnam	National Express
Elizabeth Romero	Solano County Transit/SolTrans
Debbie Whitbeck	City of Fairfield/FAST

2. ELECTION OF PCC CHAIR AND VICE CHAIR FOR 2014

Recommendation:

Elect new representatives for PCC Chair and Vice-Chair, respectively, for a two (2) year term of service.

Liz Niedziela stated that Alicia Roundtree, PCC Chair and Shannon Nelson, PCC Vice-Chair, have chosen not to renew their services on the PCC and are no longer members; therefore, STA

asked for the PCC members to make nominations for Chair and Vice-Chair. She stated that Judy Nash, Kyrre Helmersen, and Jim Williams were nominated for PCC Chair. She stated that Judy Nash declined the nomination due to her work load. She stated that Kyrre Helmersen and Edith Thomas were nominated for PCC Vice-Chair.

The nominees each provided their brief statements. Kyrre Helmersen declined the nomination for PCC Chair.

Edith Thomas nominated herself as PCC Chair. Jim Williams concurred.

By consensus, Edith Thomas was elected as PCC Chair for a two year term.

By consensus, Kyrre Helmersen was elected as PCC Vice-Chair for a two year term.

3. APPROVAL OF AGENDA

On a motion by Richard Burnett and a second by Anne Payne, the PCC unanimously approved the November 21, 2013 Agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

Liz Niedziela announced that the STA launched a SolanoExpress marketing campaign and a post card was mailed out to promote new ridership.

Anthony Adams announced that Countywide ADA In-Person Eligibility Program business cards have been developed and are available for distribution in English and Spanish.

6. PRESENTATIONS

Elizabeth Romero deferred her presentation on the SolTrans Travel Training Pass Program for Non-Profits to a later date as the program is pending SolTrans Board approval. (Attachment A)

Anne Payne provided a presentation on the Area Agency on Aging. (Attachment B)

Anthony Adams provided a presentation on the Countywide ADA In-Person Eligibility Frequently Asked Questions. (Attachment C)

7. CONSENT CALENDAR

A. Minutes of the PCC Meeting of July 18, 2013

Recommendation:

Approve PCC minutes of July 18, 2013.

On a motion by Richard Burnett and second by James Williams, the PCC approved Consent Calendar Item A.

Anne Payne, Curtis Cole and Kyrre Helmersen abstained from the vote.

8. ACTION ITEMS

A. Appoint a Paratransit Coordinating Council (PCC) representative to the Solano Seniors and People with Disabilities Transportation Advisory Committee

Anthony Adams stated that the position for Paratransit Coordinating Council (PCC) representative is currently vacant and STA staff announced that it was seeking a representative from the PCC to serve on the Solano Seniors and People with Disabilities TAC. He stated that STA staff received interest forms from Richard Burnett and Edith Thomas as the PCC representative to the Solano Seniors and People with Disabilities TAC.

Recommendation:

Select a representative and an alternate to represent PCC at Solano Seniors and People with Disabilities Transportation Advisory Committee. Nominees are Edith Thomas and Richard Burnett.

By consensus, the PCC nominated Edith Thomas as the primary PCC representative for the Solano Seniors and People with Disabilities Transportation Advisory Committee and Richard Burnett as the alternate.

9. INFORMATIONAL ITEMS

A. 2014 PCC Draft Work Plan Discussion

Anthony Adams provided an overview of the 2014 PCC Draft Work Plan. He stated that in preparation for 2014, STA staff is presenting the 2013 PCC Work Plan for discussion. He stated that STA staff would like the Committee members to discuss, make comments, and give direction on the development of a 2014 Work Plan.

B. 2014 PCC Draft Outreach Plan Discussion

Anthony Adams provided an overview of the 2014 PCC Draft Outreach Plan Discussion. He stated that in preparation for 2014, the STA staff is presenting the Paratransit Coordinating Council (PCC) 2013 Outreach Plan for review and discussion and is asking PCC Committee members to discuss, make comments, and give direction on the development of a 2014 Outreach Plan.

C. PCC Membership Status and Appointment

Anthony Adams stated that the Solano Transportation Authority's Paratransit Coordination Council By-Laws stipulates that there are eleven members on the PCC. Members of the PCC include up to three transit users, two members-at-large, two public agency representatives, and four social service providers. He stated that Shannon and Alicia will not be renewing their services for another three year term on the PCC. He stated that currently, there are vacancies for two Transit Users, one vacancy for a Member at Large, and one vacancy for a Social Services Provider. He stated that STA staff will continue recruit for the four vacancies.

D. Mobility Management Program Update

Anthony Adams provided an update on the Mobility Management Program. He stated that STA has been meeting with potential partner agencies and non-profits in order to compile a family of services matrix that identifies existing transportation gaps within the senior, people with disabilities, and low-income communities. He stated that the Mobility Guide for Seniors and People with Disabilities is in the process of being revised and updated and that comments from advisory committee members and transit operators were due November 18th in order to release the revised Mobility Transportation Guide to the public in late November.

Anthony stated that SolTrans experienced a high No Show rate for individuals who had requested the complimentary paratransit ride to the assessment location; therefore SolTrans designed a postcard outlining key service points such as the 15-minute pick-up window and 5-minute vehicle wait time so that the applicants knew when they had to be ready for their ride.

Anthony stated that the at the October's STA Board Meeting, the Countywide Travel Training scope of work was approved and a Request for Proposal for this program has been drafted and is awaiting approval from Caltrans before public release.

Anthony stated that at the September's STA Board Meeting, the Mobility Management Website scope of work was approved and a Request for Proposal (RFP) for this program has been drafted and is awaiting approval from Caltrans before public release.

Anthony stated that at the October's STA Board Meeting, the One-Stop Call Center was approved to be implemented as a 3-year pilot program and will modify and expand the existing Solano/Napa Commuter Information (SNCI) call center.

10. INFORMATIONAL ITEMS (No Discussion)

A. 2013 PCC Meetings and Locations

Sheila Jones stated that the PCC is tentatively scheduled to meet on Thursday, January 16, 2014 in the Council Chambers at Suisun City Hall. She stated that the 2014 PCC meeting locations will be discussed at the next meeting.

11. TRANSIT OPERATOR UPDATES

Dixon Readi-Ride:

Vicki Jacobs provided information on the Dixon Christmas Tree lighting event.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on Fairfield and Suisun City Transit (FAST) service and promotions.

Rio Vista Delta Breeze:

Liz Niedziela provided an update on the Rio Vista Delta Breeze service and promotions.

SolTrans:

Elizabeth Romero provided brief update on SolTrans service and promotions.

Vacaville City Coach:

Liz Niedziela provided an update on the Vacaville City Coach service and promotions.

12. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

Liz Niedziela announced that placement of the **COUNCIL COMMENTS** item will be moved as a standing item before the **TRANSIT OPERATOR UPDATES** item.

13. ADJOURNMENT

The meeting adjourned at 3:18 p.m. The next meeting of the PCC is *tentatively* scheduled to meet at **1:00 p.m. on Thursday, January 16, 2013, at Suisun City Hall in the Council Chambers located at 701 Civic Center Blvd., Suisun City, CA 94585.**



DATE: December 2, 2013
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2014



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2014**

SUMMARY:
 STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Even* Month
 PCC: Meets 3rd Thursday of every *Odd* Month
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 12	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 20	9:30 p.m.	Solano Seniors and People w/ Disabilities	Solano County Multipurpose Rm.	TBD
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., March 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Thurs., May 15	9:30 a.m.	Solano Seniors and People w/ Disabilities	Solano County Multipurpose Rm.	TBD
Tues., May 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 13	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., September 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Oct. (day to be determined)	TBD	Solano Seniors and People w/ Disabilities	Solano County Multipurpose Rm.	TBD
Wed., November 12	6:00 p.m.	STA's 17 th Annual Awards	TBD - Vallejo	Confirmed
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., December TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative