



Solano Transportation Authority

STA BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
Wednesday, January 8, 2014
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.) Chair Hardy
2. CONFIRM QUORUM/ STATEMENT OF CONFLICT Chair Hardy
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
3. APPROVAL OF AGENDA

STA BOARD MEMBERS

Table listing STA Board Members: Steve Hardy (Chair), Osby Davis (Vice-Chair), Elizabeth Patterson, Jack Batchelor, Jr., Harry Price, Norman Richardson, Pete Sanchez, Jim Spering, City of Vacaville, City of Vallejo, City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, County of Solano.

STA BOARD ALTERNATES

Table listing STA Board Alternates: Dilemma Harris, Hermie Sunga, Alan Schwartzman, Dane Besneatte, Rick Vaccaro, Constance Boulware, Mike Hudson, Erin Hannigan.

- 4. OPPORTUNITY FOR PUBLIC COMMENT**  
(6:05 – 6:10 p.m.)
- 5. EXECUTIVE DIRECTOR’S REPORT – Pg. 7** Daryl K. Halls  
(6:10 – 6:15 p.m.)
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner  
Jim Spring  
(6:20 – 6:25 p.m.)  
**A. MTC’s Adopted Regional CAP and Trade Program**
- 7. REPORT FROM CALTRANS** Dan McElhinney,  
Caltrans District IV  
(6:25 – 6:30 p.m.)  
**A. Public Notice of Implementation of Phase 1 of Ramp Metering on I-80 by Caltrans**
- 8. REPORT FROM STA/PRESENTATIONS**  
(6:30 – 6:35 p.m.)  
**A. STA Highlights of 2013** Chair Hardy  
**B. Directors Report**  
**1. Planning** Robert Macaulay  
**2. Projects** Janet Adams  
**3. Transit/Rideshare** Judy Leaks/ Liz Niedziela
- 9. CONSENT CALENDAR**  
Recommendation:  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:35 - 6:40 p.m.)
- A. Minutes of the STA Board Meeting of December 11, 2013** Johanna Masiclat  
Recommendation:  
Approve STA Board Meeting Minutes of December 11, 2013.  
**Pg. 11**
- B. Draft Minutes of the Technical Advisory Committee (TAC) Meeting of December 18, 2013** Johanna Masiclat  
Recommendation:  
Approve Draft TAC Meeting Minutes of December 18, 2013.  
**Pg. 19**
- C. Bicycle Advisory Committee (BAC) Appointments** Sofia Recalde  
Recommendation:  
Reappoint Nancy Lund and David Pyle to the BAC for a three-year term.  
**Pg. 25**
- D. Pedestrian Advisory Committee (PAC) Appointments** Sofia Recalde  
Recommendation:  
**1. Reappoint Mike Hudson for a three-year term;**  
**2. Reappoint Bil Paul for a three-year term; and**  
**3. Appoint Tim Choi for a three-year term.**  
**Pg. 27**

- E. Compressed Natural Gas (CNG) Feasibility Study for City of Dixon** Robert Guerrero  
Recommendation:  
 Approve the following:
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.
- Pg. 31**
- F. Priority Conservation Areas (PCA) Assessment and Implementation Plan Disadvantage Business Enterprise (DBE) Goal** Robert Macaulay  
Recommendation:  
 Approve the DBE goal of 6% for the PCA Assessment and Implementation Plan.  
**Pg. 39**
- G. North Connector Project – Accept Project Completion** Janet Adams  
Recommendation:  
 Accept the North Connector Phase 2 contract as complete and direct the Executive Director to file a Notice of Completion with the County Recorder’s office.  
**Pg. 43**
- H. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project – Design Service – Mark Thomas & Company** Janet Adams  
Recommendation:  
 Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$400,000 to cover final design and engineering services during construction for the I-80/I-680/SR 12 Interchange – Initial Construction Package.  
**Pg. 45**
- I. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project - Project Management Services – PDM Group** Janet Adams  
Recommendation:  
 Approve a contract amendment for the PDM Group in the not-to-exceed amount of \$332,180 to cover project management services for the I-80/I-680/SR 12 Interchange project.  
**Pg. 47**
- J. Contract Amendment - Coordinated Short Range Transit Plan (SRTP)/Intercity Transit Corridor Update** Liz Niedziela  
Recommendation:  
 Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$42,120 to cover the additional cost associated amendments to the Scope of Work with the Intercity Transit Corridor Study.  
**Pg. 49**

**K. Contract Amendment - Public Private Partnership (P3) Feasibility Study – KPMG Inc.**

Jessica McCabe

Recommendation:

Authorize the Executive Director to execute a third contract amendment with KMPG for an amount of \$50,000 to cover additional services for a total amount not-to-exceed \$250,400 for the P3 Feasibility Study and Implementation Strategy and extend term to June 30, 2014.

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**10. ACTION FINANCIAL ITEMS**

**A. STA’s Fiscal Year (FY) 2013-14 Proposed Mid-Year Budget Revision**

Susan Furtado

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2013-14 Proposed Mid-Year Budget Revision as shown in Attachment A;
2. Reinstate STA’s Cost of Living Policy effective February 1, 2014; and
3. Authorize establishment of one (1) full time Program Coordinator and two (2) half-time Customer Service Representatives as part of the new Mobility Management Call Center as shown in Attachment B.

(6:40 – 6:50 p.m.)

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**B. Solano Rail Facilities Plan Update**

Sofia Recalde

Recommendation:

Approve the following:

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$100,000; and
4. Approve dedicating \$45,000 in State Transit Assistance Funds (STAF) and \$5,000 in Surface Transportation Program (STP) Planning, Programming and Monitoring (PPM).
5. Approve the DBE goal of 6% for the Rail Facilities Plan Update

(6:50 – 6:55 p.m.)

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**11. ACTION NON-FINANCIAL ITEMS**

**A. Fairfield and Suisun Transit (FAST) Fare Increase Public Outreach and Public Hearing**

Wayne Lewis,  
FAST

Recommendation:

Approve the following:

1. Authorize Fairfield and Suisun Transit to conduct a public outreach process to receive feedback and comments concerning the proposed fare increase on the SolanoExpress Routes 20, 30, 40, and 90; and

2. Request FAST provide a summary of public comments and present a fare adjustment proposed for consideration by the STA Board on February 12, 2014.

(6:55 – 7:05 p.m.)

**Pg. 83**

**B. STA’s Draft 2014 Legislative Priorities and Platform**

Jayne Bauer

Recommendation:

Authorize the Executive Director to distribute the STA’s Draft 2014 Legislative Priorities Platform for review and comment.

(7:05 – 7:10 p.m.)

**Pg. 93**

**C. Bicycle Project List Discussion and Prioritization**

Sofia Recalde

Recommendation:

Adopt the following:

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

(7:10 – 7:15 p.m.)

**Pg. 135**

**D. Pedestrian Project List Discussion and Prioritization**

Sofia Recalde

Recommendation:

Adopt the following:

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

(7:15 – 7:20 p.m.)

**Pg. 143**

**E. Selection of 2014 STA Chair and Vice Chair**

Chair Hardy

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2014 commencing with the STA Board Meeting of February 12, 2014;
2. Selection of the STA Vice Chair for 2014 commencing with the STA Board Meeting of February 12, 2014; and
3. Request the new Chair designate the STA Executive Committee for 2014.

(7:20 – 7:25 p.m.)

**Pg. 153**

**12. INFORMATIONAL ITEMS – DISCUSSION**

**A. STA Regional Transportation Impact Fee (RTIF) Implementation**

Robert Guerrero

(7:25 – 7:30 p.m.)

**Pg. 155**

## INFORMATIONAL ITEMS – NO DISCUSSION

- |  |                  |
|--|------------------|
| <b>B. MTC’s Adopted Regional Cap and Trade Program<br/>Pg. 159</b>                                 | Daryl Halls      |
| <b>C. Local Project Delivery Update<br/>Pg. 175</b>  | Jessica McCabe   |
| <b>D. Mobility Management Program Update<br/>Pg. 203</b>   | Anthony Adams    |
| <b>E. Regional Vanpool Campaign<br/>Pg. 205</b>  | Paulette Cooper  |
| <b>F. Summary of Other Funding Opportunities<br/>Pg. 207</b>                                       | Robert Macaulay  |
| <b>G. STA Board and Advisory Committee Meeting Schedule<br/>for Calendar Year 2014<br/>Pg. 211</b> | Johanna Masiclat |

### 13. BOARD MEMBERS COMMENTS

### 14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 12, 2014**, Suisun Council Chambers.



## MEMORANDUM

DATE: January 2, 2014  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –January 2014

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The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

### **Board Selection of STA Board Chair and Vice-Chair for 2014 \***

The STA is scheduled to select its Chair and Vice-Chair for 2014. Following the selection of the Chair, the new Chair is then requested to designate the new Executive Committee for 2014. The new Chair and Vice Chair will take over their new responsibilities at the February 12, 2014 meeting.

### **2013 STA Chair to Cover Highlights of 2013 \***

STA's 2013 Chair, Steve Hardy, will cover some of the highlights of the year 2013, including planning and project milestones and program accomplishments.

### **Caltrans' Public Notice of Implementation of Phase 1 of Ramp Metering on I-80 \***

Caltrans District IV Deputy Director Dan McElhinney is scheduled to attend the Board meeting to notify the public and answer questions regarding the initial implementation of ramp metering in the Fairfield area of Interstate 80. This segment is scheduled to be turned on for the first time on February 18, 2014. Caltrans recently switched on new ramp meters on I-680 in Contra Costa County and ramp metering has been successfully implemented on several corridors in San Mateo and Santa Clara Counties.

### **Fairfield and Suisun Transit (FAST) Proposal to Modify Fares for SolanoExpress Routes 20, 30, 40 & 90 \***

FAST staff has requested the STA Board authorize FAST to conduct public hearings to consider proposed fare changes to the four SolanoExpress Bus Routes operated by FAST, paralleling proposed fare changes to FAST's local service. FAST will need to make some adjustments to its current fare structure in order to accommodate the forthcoming implementation of CLIPPER, the Bay Area's universal transit card that is being implemented on Solano County's transit systems in Fiscal Year (FY) 2014-15. Routes 30 and 90 are covered under agreements between STA and FAST that stipulate that the STA Board is responsible for approving any fare or service changes to these two Solano Express Routes. Routes 20 and 40 are covered under the multi-agency Intercity Funding Agreement of which STA is a participant and require notification of the funding partners prior to initiating any proposed fare changes.

**STA's Draft 2014 Legislative Priorities and Platform for 2014 \***

STA staff and our federal and state lobbyists have prepared a draft of the STA's federal and state legislative priorities for 2014. The priorities identified in this year's platform have been modified somewhat to correspond to evolving state and federal transportation funding sources.

**STA Implementation of Transportation Portion of County Public Facility Fee \***

On December 3<sup>rd</sup>, the Solano County Board of Supervisors unanimously supported revisions to the County's Public Facility Fee (PFF) that includes adding in a \$1,500 dwelling unit equivalent for transportation and authorizing the County to enter into an agreement with STA to administer the transportation portion of the PFF. STA staff is scheduling initial coordination meeting with each of the RTIF working groups in mid-January to begin developing draft expenditure and project delivery plans. A meeting of the STA's RTIF Advisory Committee is scheduled for February 12<sup>th</sup>, prior to the STA Board meeting to discuss policies and criteria pertaining to allocating and loaning funds between working groups and projects.

**Mid-Year Budget Revision \***

STA's Susan Furtado has updated the current FY 2013-14 budget to reflect the recent finalization of the STA's FY 2012-13 Annual Audit and to update's STA projected revenues and expenditures for the remaining of the current fiscal year and for FY 2014-15, the second year of the STA's two-year budget. This mid-year budget revision includes modifications to the STA's current planning and projects schedules and funding, the agency's staff based on the start up of the new mobility management program, and the various programs, fund sources, and grants that the STA coordinates or manages.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2013)

<b>A</b>		<b>J</b>	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACTC	Alameda County Transportation Commission	JPA	Joint Powers Agreement
ADA	American Disabilities Act	<b>L</b>	
AVA	Abandoned Vehicle Abatement	LATIP	Local Area Transportation Improvement Program
APDE	Advanced Project Development Element (STIP)	LEV	Low Emission Vehicle
AQMD	Air Quality Management District	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
<b>B</b>		LS&R	Local Streets & Roads
BAAQMD	Bay Area Air Quality Management District	<b>M</b>	
BABC	Bay Area Bicycle Coalition	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
BAC	Bicycle Advisory Committee	MIS	Major Investment Study
BART	Bay Area Rapid Transit	MOU	Memorandum of Understanding
BATA	Bay Area Toll Authority	MPO	Metropolitan Planning Organization
BCDC	Bay Conservation & Development Commission	MTC	Metropolitan Transportation Commission
BT&H	Business, Transportation & Housing Agency	MTS	Metropolitan Transportation System
<b>C</b>		<b>N</b>	
CAF	Clean Air Funds	NCTPA	Napa County Transportation & Planning Agency
CALTRANS	California Department of Transportation	NEPA	National Environmental Policy Act
CARB	California Air Resources Board	NHS	National Highway System
CCCC (4'Cs)	City County Coordinating Council	NOP	Notice of Preparation
CCCTA (3CTA)	Central Contra Costa Transit Authority	<b>O</b>	
CCJPA	Capitol Corridor Joint Powers Authority	OBAG	One Bay Area Grant
CCTA	Contra Costa Transportation Authority	OTS	Office of Traffic Safety
CEQA	California Environmental Quality Act	<b>P</b>	
CHP	California Highway Patrol	PAC	Pedestrian Advisory Committee
CIP	Capital Improvement Program	PCC	Paratransit Coordinating Council
CMA	Congestion Management Agency	PCRCP	Planning & Congestion Relief Program
CMIA	Corridor Mobility Improvement Account	PCA	Priority Conservation Study
CMAQ	Congestion Mitigation & Air Quality Program	PDS	Project Development Support
CMP	Congestion Management Plan	PDA	Priority Development Area
CNG	Compressed Natural Gas	PDT	Project Delivery Team
CTC	California Transportation Commission	PDWGW	Project Delivery Working Group
<b>D</b>		PMP	Pavement Management Program
DBE	Disadvantaged Business Enterprise	PMS	Pavement Management System
DOT	Department of Transportation	PNR	Park & Ride
<b>E</b>		PPM	Planning, Programming & Monitoring
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPP (P3)	Public Private Partnership
EIR	Environmental Impact Report	PS&E	Plans, Specifications & Estimate
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PTA	Public Transportation Account
EV	Electric Vehicle	PTAC	Partnership Technical Advisory Committee (MTC)
<b>F</b>		<b>R</b>	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
<b>G</b>		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
<b>H</b>		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
<b>I</b>		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		

**S**

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

**T**

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

**U, V, W, Y, & Z**

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**December 11, 2013**

**1. CALL TO ORDER**

Chair Hardy called the regular meeting to order at 6:06 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Steve Hardy, Chair	City of Vacaville
	Osby Davis, Vice Chair	City of Vallejo
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Jim Sperring	County of Solano

**MEMBERS**

**ABSENT:** None.

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Jessica McCabe	Assistant Project Manager
	Sofia Recalde	Associate Planner
	Sara Woo	Associate Planner
	Anthony Adams	Mobility Coordinator
	Judy Kowalsky	Accounting Technician

**ALSO PRESENT: (In alphabetical order by last name.)**

Michael Cowen	KPMG, Inc.
Amanda Dum	City of Suisun City
George Gwynn, Jr.	Resident, Suisun City
Wayne Lewis	City of Fairfield/Fairfield and Suisun Transit
Dan Kasperson	City of Suisun City
Liam Kelly	KPMG, Inc.

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

**3. APPROVAL OF AGENDA**

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the agenda.

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**5. EXECUTIVE DIRECTOR’S REPORT**

- Solano County Board of Supervisors Include Transportation In County Public Facility Fee Revision
- STA Annual Audit for Fiscal Year 2013-14
- Allocation of Construction Funds for I-80/I-680/SR 12 Interchange Project
- Public Private Partnership (P3) Feasibility Study – Market Assessment
- Approval of Solano Alternative Fuel and Infrastructure Plan
- Mobility Management Program Update

**6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

MTC Commissioner Jim Sperring provided an update to the development and guideline process of the Regional Cap and Trade Funding Framework and Project Selection. He listed the proposed principles and set of investment categories (Transit Core Capacity Challenge Grants Program, Transit Operating and Efficiency Program, OneBayArea Grants, Climate Initiatives (Safe Routes to School), and Goods Movement totaling to \$3.1 billion reserve from future Cap and Trade funding.

**7. REPORT FROM CALTRANS**

None presented.

**8. REPORT FROM STA**

- A. Public-Private Partnership (P3) Feasibility Study Update was presented by Liam Kelly and Michael Cowen, Project Managers, KPMG, Inc.
- B. Directors Report
  - 1. Planning
  - 2. Projects
  - 3. Transit/Rideshare

**9. CONSENT CALENDAR**

On a motion by Board Member Batchelor, and a second by Board Member Richardson, the STA Board unanimously approved Consent Calendar Items A through Q.

**A. Minutes of the STA Board Meeting of October 9, 2013**

Recommendation:

Approve STA Board Meeting Minutes of October 9, 2013.

**B. Draft Minutes of the Technical Advisory Committee (TAC) Meeting of November 20, 2013**

Recommendation:

Approve Draft TAC Meeting Minutes of November 20, 2013.

- C. Fiscal Year (FY) 2012-13 Fourth Quarter Budget Report**  
Recommendation:  
Receive and file.
- D. Fiscal Year (FY) 2013-14 First Quarter Budget Report**  
Recommendation:  
Receive and file.
- E. STA Employee 2014 Benefit Summary Update**  
Recommendation:  
Receive and file.
- F. 2013 Solano County Congestion Management Program (CMP)**  
Recommendation:  
Approve the 2013 Solano County CMP and direct the Executive Director to transmit the document to MTC.
- G. Solano County Alternative Fuel and Infrastructure Plan**  
Recommendation:  
Approve the Solano County Alternative Fuels and Infrastructure Plan.
- H. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation**  
Approve the following:
1. Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$955,261 as specified in Attachment B; and
  2. Authorize the Executive Director to enter into an agreement with the City of Dixon for the funding swap of FTA 5311 funds with Dixon TDA funds for the SolanoExpress Intercity Bus Replacement Contribution for Dixon and County of Solano and local bus replacement for Dixon Read-Ride.
- I. 2014 Ridership Survey and Analysis Study**  
Recommendation:  
Approve the following:
1. The SolanoExpress Intercity Ridership Survey and Analysis (Attachment A);
  2. Develop the FAST and SolTrans Local Ridership Survey and Analysis in coordination with FAST and SolTrans;
  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.
- J. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Utility Relocation Oversight**  
Recommendation:  
Approve a contract amendment for Parsons Brinckerhoff, Inc. in the not-to-exceed amount of \$225,000 to cover construction management services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

**K. Pedestrian Advisory Committee (PAC) Appointments**

Recommendation:

Appoint Christian Odgen representing Solano Community College to the PAC for a three-year term.

**L. OneBayAreaGrant (OBAG) Programming for City of Suisun City Safe Routes to School (SR2S) Project**

Recommendation:

Approve the programming of \$349,065 of Congestion Mitigation and Air Quality (CMAQ) funds for Safe Routes to Schools (SR2S) projects as described in Attachment D.

**M. Contract Amendment - Federal Legislative Advocacy Services**

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a 24-month Contract Amendment with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
2. Authorize the Executive Director to extend the contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2015 at a total cost not-to-exceed \$231,600; and
3. The expenditure of \$50,400 to cover the STA's contribution for this 24-month contract.

**N. Jepson Parkway Concept Plan Update - Fehr and Peers Contract Extension**

Recommendation:

Authorize the STA Executive Director to sign an extension to Fehr and Peers' contract with an additional \$10,000 to complete the Jepson Parkway Concept Plan Update.

**O. STA Regional Transportation Impact Fee (RTIF) – Fehr and Peers Consultant Services**

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to negotiate and enter into an agreement with the County of Solano to coordinate the expenditure of the Regional Transportation Impact Fee; and
2. Authorize the STA Executive Director to enter into a contract with Fehr and Peers for the scope of services as specified in Attachment B for an amount not-to-exceed \$20,000.

**P. Compressed Natural Gas (CNG) Feasibility Study for Soltrans and Benicia**

Recommendation:

Authorize the STA Executive Director to enter into contract with Clean Energy to develop the CNG Feasibility Study in partnership with Soltrans and the City of Benicia for an amount not-to-exceed \$60,000.

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

Recommendation:

Approve the following:

1. 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).

**10. ACTION – NON FINANCIAL ITEMS**

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

Susan Furtado presented and reported on the fourth quarter of the FY 2012-13 AVA Program. She noted that STA received the allocation from the State Controller's Office in the amount of \$96,329 and has deducted \$2,890 for administrative costs. She also noted that the STA disbursed cost reimbursement to member agencies for the fourth quarter in the total amount of \$112,975, which includes the end of the year distribution adjustments and that the remaining AVA fund balance after the fourth quarter disbursement to the member agencies is \$180,032 which is carried over into FY 2013-14.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Sanchez addressed minor inconsistencies on the dollar amounts shown on the staff report versus what was projected in the Powerpoint presentation. Susan Furtado commented staff would make those corrections.

Recommendation:

Receive and file.

**11. ACTION – FINANCIAL ITEMS**

**A. STA's Annual Audit Fiscal Year (FY) 2012-13**

Susan Furtado presented the FY 2012-13 Annual Audit results which is the 8<sup>th</sup> consecutive year of an unqualified audit report of STA's annual audit of the finances, funding compliance, and internal audit controls for STA.

**Public Comments:**

Board Members Batchelor and Sanchez commended STA's finance and accounting staff's quality of work for the eight consecutive years of unqualified reports and/or clean audits.

Recommendation:

Receive and file.

**B. I-80/I-680/State Route (SR) 12 Interchange Project - Construction Allocation**

Janet Adams reported that with the recent action by the California Transportation Commission (CTC) to allocate to the I-80/I-680/SR 12 Interchange Proposition 1B Trade Corridor Improvement Funds (TCIF) and State Transportation Improvement Program (STIP) funds, STA is ready to recommend the construction allocation of \$29.448 million of regional bridge toll funds for the construction phase of the project. She added that this project is scheduled to start construction during the Spring of 2014.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Patterson asked if it would be a good idea to put an estimated date of completion on the project sign? Janet Adams responded that it is a requirement by Caltrans to provide a completion date on their funding signs.

Recommendation:

Approve the attached Resolution No. 2013-27 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$29.448 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR12 Interchange Project - ICP for the Construction Phase.

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation. (8 Ayes)

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

Sara Woo presented and reviewed the development process 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 cited 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 also 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.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

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. Approve Resolution No. 2013-28 authorizing an application for Local Assistance Funding from the Association of Bay Area Governments (ABAG) for a Trail Feasibility and Implementation Study for the San Francisco Bay Trail Project;
4. Authorize the Executive Director to enter into an agreement with ABAG and supporting agencies to accept the Bay Trail grant if awarded;
5. 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;
6. 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
7. 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 Board Member Patterson, and a second by Board Member Sperring, the STA Board unanimously approved the recommendation. (8 Ayes)

## 12. INFORMATIONAL – NO DISCUSSION

- A. **Public-Private Partnership (P3) Feasibility Study Update**
- B. **I-80 Ramp Metering Implementation**
- C. **Active Transportation Program Overview**
- D. **Mobility Management Program Update**
- E. **Summary of Other Funding Opportunities**
- F. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

## 13. BOARD MEMBER COMMENTS

None.

## 14. ADJOURNMENT

The meeting was adjourned at 6:55 p.m.

Attested by:



**Johanna Masielat**  
Clerk of the Board

/December 27, 2013

Date

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**December 18, 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 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members Present:**

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Amanda Dum	City of Suisun City
Steve Hartwig	City of Vacaville
Allan Panganiban	City of Vallejo
Matt Tuggle	Solano County

**TAC Members Absent:**

Dan Kasperson	City of Suisun City
David Kleinschmidt	City of Vallejo

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

Janet Adams	STA
Robert Guerrero	STA
Daryl Halls	STA
Jessica McCabe	STA
Sofia Recalde	STA
Sara Woo	STA
Anthony Adams	STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
None.

**2. APPROVAL OF THE AGENDA**

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC approved the agenda.

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

None presented.

## 5. CONSENT CALENDAR

On a motion by Mike Roberts, and a second by Steve Hartwig, the STA TAC approved Consent Calendar Items A and B.

### A. Minutes of the TAC Meeting of November 20, 2013

Recommendation:

Approve TAC Meeting Minutes of November 20, 2013.

### 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.

## 6. ACTION FINANCIAL ITEMS

### A. Solano Rail Facilities Plan Update

Sofia Recalde commented that 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 updated Plan. She added that staff is also proposing to issue a Request for Proposal for a qualified consultant to assist in updating the Solano Rail Facilities Plan. She noted that staff recommends obtaining a consultant and initiating the project by February 2013. She concluded by stating that the State Transit Assistance Funds (STAF) and State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds will be used to fund the Plan for an amount not to exceed \$100,000.

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).

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

## 7. ACTION NON FINANCIAL ITEMS

### A. STA's Draft 2014 Legislative Priorities and Platform

Janet Adams noted that STA staff is requesting that members of the TAC review the Draft 2014 Legislative Platform and Priorities for comments and that the comments would then be forwarded to the STA Board at their January 8, 2014 Board meeting with a recommendation to distribute the draft document for review and comment.

Recommendation:

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

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC unanimously approved the recommendation.

**B. Bicycle Project List Discussion and Prioritization**

Sara Woo reviewed the Tier 1 and 2 Bicycle Project List. She noted that the Tier 1 and Tier 2 rankings provide STA, the Cities, and the County a framework and priority list for future funding of countywide bicycle projects. She added that the rankings maintain flexibility for adjustments as project and funding status change.

Based on input, the STA TAC modified the Bicycle Priority Project Tiered List (Attachment B) as shown below in ~~strikethrough bold italics~~:

~~1. ***Fairfield: Vanden Road (Jepson Parkway)***;~~

1. Solano County: Pleasants Valley Road;
2. Solano County: Suisun Valley Farm to Market Project; and
3. Suisun City: Driftwood Drive

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).

On a motion by Matt Tuggle, and a second by Amanda Dum, the STA TAC unanimously approved the recommendation as amended as shown above in ~~strikethrough bold italics~~.

**C. Pedestrian Project List Discussion and Prioritization**

Sofia Recalde reviewed the Tier 1 and 2 Pedestrian Project List. She noted that the Tier 1 and Tier 2 rankings provide STA, the Cities, and the County a framework for future funding countywide pedestrian project prioritization. She added that the rankings maintain flexibility for adjustments as project and funding status change.

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).

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC unanimously approved the recommendation.

## 8. INFORMATIONAL - DISCUSSION

### A. **Proposed Regional Cap and Trade Program**

Daryl Halls noted that one of the state and regional key discussions concerns the future allocation of potential Cap and Trade funds. He added that the MTC released a draft Bay Area Cap and Trade Funding Framework at its Programming and Allocations Committee on November 13, 2013. He added that 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. 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. He noted that the Bay Area CMA Directors are working with MTC staff and members of the Commission to refine the proposal.

### B. **Local Project Delivery Update**

Jessica McCabe reviewed the recommendations and Tier 1/2 strategies being considered in OneBayArea Grant (OBAG) funding in Fiscal Years (FYs) 2012-13, 2013-14, 2014-15, and 2015-16. She also reviewed STA programming requirements citing that staff in the process of collecting finalized funding agreements from member agencies. She noted that a signed funding agreement has been approved and provided by the City of Suisun City. She noted STA is awaiting receipt of agreements from the Cities of Vacaville, Vallejo, and Solano County.

### C. **STA Regional Transportation Impact Fee (RTIF) Implementation**

Robert Guerrero reviewed the next steps after the County Board of Supervisors approval of the updated Public Facility Fee (PFF) at their December 3, 2013 meeting. He noted the update fee includes a \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF. He noted that the fee from the County PFF is expected to begin collection in February 2014, after a 60 day period for any legal challenges. He added that STA staff will coordinate with the RTIF Policy Committee and Technical Working Group which is expected to occur in mid-January 2014. He cited that 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.

### D. **Comprehensive Transportation Plan - Draft Active Transportation Element**

Sofia Recalde reviewed the primary recommendations of the Element that includes an emphasis on goal-setting in the three areas of Active Transportation- Bicycle/Pedestrian, Alternative Fuels, and Sustainable Communities. She also noted that the Element has 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.

## NO DISCUSSION

### E. **Mobility Management Program Update**

### F. **Summary of Other Funding Opportunities**

### G. **Draft Meeting Minutes of STA Advisory Committees**

**H. STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2014**

**9. ADJOURNMENT**

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

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

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DATE: December 19, 2013  
TO: STA Board  
FROM: Sofia Recalde, Associate Planner  
RE: Bicycle Advisory Committee (BAC) Appointments

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**Background:**

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) membership currently has vacant positions. The Committee is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan.

Membership consists of representatives from the Cities, County and a member-at-large (Attachment A). The representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

STA staff is actively seeking new members to fill current and future vacancies. A recruitment process is underway in coordination with the cities and county staff. STA staff is working to advertise vacant positions on the STA website, Facebook, and local newspapers.

**Discussion:**

Nancy Lund and David Pyle have completed their 3-year term of service on the BAC. Mr. Lund and Mr. Pyle have both expressed interest in renewing their BAC membership. STA staff is recommending the reappointment of Nancy Lund and David Pyle for an additional 3-year term on the BAC.

**Recommendation:**

Reappoint Nancy Lund and David Pyle to the BAC for a three-year term.

Attachments:

- A. STA BAC Membership Roster



## STA Bicycle Advisory Committee (BAC)

### Membership Terms 2013

The following are the Membership Terms of the BAC Members:

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	Vacant	N/A
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



DATE: December 30, 2013  
TO: STA Board  
FROM: Sofia Recalde, Associate Planner  
RE: Pedestrian Advisory Committee (PAC) Appointments

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**Background:**

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The Committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Transportation Plan.

Membership consists of representatives from a city, county, agency and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

STA staff is actively seeking new members to fill current and future vacancies. A recruitment process is underway in coordination with the cities and county staff. STA staff is working to advertise vacant positions on the STA website, Facebook, and local newspapers.

**Discussion:**

Mike Hudson and Bil Paul have completed their 3-year term of service on the PAC. Mr. Hudson and Mr. Paul have both expressed interest in renewing their PAC membership. STA staff is recommending the reappointment of Mike Hudson and Bil Paul for an additional 3-year term on the PAC.

In December 2013, Tim Choi submitted an application to join the PAC as a member-at-large (Attachment B). Based on his interest and experience, STA staff is recommending Tim Choi to serve as the member-at-large on the PAC for a three-year term.

**Recommendation:**

Approve the following:

1. Reappoint Mike Hudson for a three-year term;
2. Reappoint Bil Paul for a three-year term; and
3. Appoint Tim Choi for a three-year term.

Attachments:

- A. STA PAC Membership Roster
- B. PAC Statement of Interest—Tim Choi dated 12/19/13



## STA Pedestrian Advisory Committee (PAC)

### Membership Terms 2013

The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
Benicia	Pete Turner	December 31, 2015
Dixon	Bil Paul	December 31, 2013
Fairfield	Vacant	N/A
Rio Vista	Kevin McNamara	December 31, 2016
Suisun City	Mike Hudson	December 31, 2013
Vacaville	Shannon Lujan	December 31, 2015
Vallejo	Vacant	Vacant
Solano County	Vacant	N/A
Member-At-Large	Vacant	N/A
San Francisco Bay Trail	Vacant	N/A
Bay Area Ridge Trail	Kathy Hoffman	December 31, 2015
Solano Land Trust	Vacant	N/A
Solano Community College	Christian Ogden	December 31, 2016
Tri-City and County Cooperative Planning Group	Vacant	N/A



**PEDESTRIAN ADVISORY COMMITTEE (BAC)  
NOMINATION/STATEMENT OF INTEREST FORM**

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.\* For a complete list of vacancies and the application form, please visit STA's website at [sta.ca.gov](http://sta.ca.gov).

Nominee: Tim Choi  
Address: 913 Canada Goose Dr., Suisun City, CA 94585  
Phone: 818-933-1227  
E-mail: timchoi80@gmail.com  
Vacancy Interested in for Consideration: member-at-large

**Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:**

Two years ago, I moved to Solano County to be closer to a job in SF. On most days, I walk or bike to my vanpool stop. Given the excessive amount of time commuting, I value my walks around the marsh or running errands around downtown Fairfield. Walking affords me exercise, an opportunity to clear my head, and usually, fresh air. Everyone in Solano County should have this opportunity.

I consider a safe walking environment to be the right of anyone from my one-year old who is just learning to walk to aging seniors and all age groups in between. Solano County by design is car centric but I believe multiple opportunities exist for government, community groups, the PAC and other stakeholders to come together to preserve and enhance the right of people to walk in a safe environment, whether in downtown Fairfield or in more remote areas.

I am eager to participate in the PAC, learn more about governmental processes, and preserve, prioritize and enhance walking opportunities for all residents in Solano County. +

Please submit form to: Sara Woo, Associate Planner, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA, 94585, by email to [swoo@sta-snci.com](mailto:swoo@sta-snci.com) or fax to (707) 424-6074. If you have questions, please contact Sara Woo at (707) 399-3214.

\*To serve as a representative, nominee must be a resident of the City or fit the agency requirements. City or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.

**Submit by Email**

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DATE: December 20, 2013  
TO: STA Board  
FROM: Robert Guerrero, Project Manager  
RE: Compressed Natural Gas (CNG) Feasibility Study for City of Dixon

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**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 Read-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 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.

The SolanoExpress Intercity Consortium and the STA Technical Advisory Committee (TAC) reviewed and recommended approval of this item at their December 17th and 18th meeting, respectively.

**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.

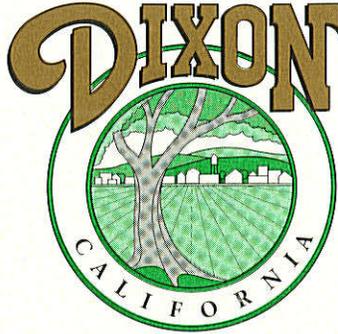
**Recommendation:**

Approve the following:

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](mailto: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.**

<b>City of Dixon CNG Fueling Station Assessment</b>	
<b>Tasks</b>	<b>Fee</b>
	<b>\$</b>
<b>A. Begin Assessment</b> 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;"><b>Task A Subtotal</b></p>	<b>\$2,485.00</b>
<b>B. Perform Feasibility Assessment of CNG Fueling Station</b> Develop CNG Station Design Criteria Evaluate Two Candidate CNG Fueling Station Sites Perform Cost Analysis of CNG Fueling Station <p style="text-align: right;"><b>Task B Subtotal</b></p>	<b>\$9,560.00</b>
<b>C. Prepare Written Report of Findings &amp; Recommendations</b> Prepare Draft Report Issue Preliminary Report for City Review Prepare Final Report per City Comments Issue Final Report <p style="text-align: right;"><b>Task C Subtotal</b></p>	<b>\$6,855.00</b>
<b>Total Fee</b>	<b>\$18,900.00</b>

**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.*

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DATE: December 18, 2013  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Priority Conservation Areas (PCA) Assessment and Implementation Plan  
Disadvantage Business Enterprise (DBE) Goal

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**Background:**

The Association of Bay Area Governments (ABAG) designated a number of Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was a prime reason for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. With the recent adoption by ABAG of Suisun Valley as PCA as requested by the County of Solano and STA, Solano County currently has six (6) ABAG designated PCA's:

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

Plan Bay Area, the Regional Transportation Plan (RTP) recently adopted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) in July 2013, included \$5 million for a North Bay PCA pilot program. The funds are divided evenly between the four North Bay counties (Marin, Napa, Solano, and Napa), resulting in \$1.25 million available to Solano County for PCA planning and projects. The STA Board has approved \$75,000 for PCA planning, with the remainder to be allocated to Solano County for construction of a Farm to Market project in Suisun Valley near Mankas Corner.

At the September 11, 2013 meeting, the STA Board approved the creation of a Stakeholders Working Group and authorized the Executive Director to issue a Request for Proposals for the Solano County PCA Assessment and Implementation Plan, and to enter into a contract to develop this PCA Plan.

**Discussion:**

A Disadvantaged Business Enterprise (DBE) goal calculation was not included at the time of the Board's approval of the Stakeholders Working Group and the scope of the Plan. A DBE goal is a requirement of the federal fund source, and must be adopted by the STA Board. STA staff has

used the federal calculation formula and determined that the DBE goal for this RFP is 6%. The worksheet showing the formula used to develop the 6% DBE Goal is provided as Attachment A.

**Fiscal Impact:**

The PCA Planning Grant will provide \$75,000 to complete the study. As part of the local match, STA staff will provide in-kind services to manage the project.

**Recommendation:**

Approve the DBE goal of 6% for the PCA Assessment and Implementation Plan.

Attachments:

- A. DBE Calculation

DBE Contract Goal Calculation for PCA Assessment Plan

541320 - Landscape Architectural Services (Planning Services fall under this category)

Total (all) firms in Market Area in Work Category = 254

Total DBE firms in Work Category (in Market Area) = 15

PCA Assessment Plan - Total Project Funding \$75,000

(NAICS Code) 541320

Solano	3
Contra Costa	36
SF	53
Marin	26
Sonoma	22
Santa Clara	36
Alameda	54
Napa	6
San Mateo	18
	<b>254</b>

**Race Concious Portion of AADPL (formula used)**

$$\text{Contract goal} = \frac{\text{No. of DBEs in a Work Category}}{\text{No. of all firms in same Work Category}} \times \text{weight} \quad \times \quad 100$$

Contract goal =  $15/254 * 1 * 100$

**DBE Contract Goal 6%**

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DATE: December 23, 2013  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector Project – Accept Project Completion

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**Background:**

In May 2008, the STA authorized the Executive Director to advertise one or more construction contracts for the North Connector project for a total amount not to exceed \$23.3 million, including construction management services. The Engineers Estimate for construction was \$20,840,000. In June of 2009, the STA Board approved STA Resolution No 2009-13 authorizing the Executive Director to sign the contract for the North Connector Phase 2 contract with an amount not to exceed \$20,840,000. Bids for the North Connector Phase 2 contract were opened on June 16, 2009, and the contract was awarded to Ghilotti Brothers, Inc, in the amount of \$9,394,784. Project contingency was established as \$1,409,212 for a total project budget of \$10,803,996. In July 2010, the STA Board approved an additional project contingency of \$1,157,000 for a total project budget of \$11,960,996. The project was opened for public use in November 2010 with all work completed on October 26, 2011, with the exception of the plant establishment period, which was completed on December 2, 2013.

**Discussion:**

As mentioned above, the contract awarded to Ghilotti Brothers, Inc. is now completed and the project is closed out. As such, STA staff is recommending the Board Accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office. This action by the Board will release the Surety bonds secured by Ghilotti Brothers, Inc. (contractor) to ensure the performance of the work and allow for final payment to be made. Presented below is a summary of the budget status for the North Connector Phase 2 project.

Construction Budget	\$11,960,996
Total Construction Cost	\$11,695,758
Remaining Budget	\$ 265,238

**Fiscal Impact:**

The cost for the construction contract for the North Connector Phase 2 was funded with Regional Measure 2 (RM-2) funds already allocated to this Project.

**Recommendation:**

Accept the North Connector Phase 2 contract as complete and direct the Executive Director to file a Notice of Completion with the County Recorder's office.

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DATE: December 27, 2013  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange –  
Initial Construction Project – Design Service – Mark Thomas & Company

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound (EB) Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 EB Cordelia Truck Scales Relocation Project is essentially completed and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012. For the I-80/I-680/SR 12 Interchange, Construction Package 1 (Initial Construction Package, ICP) is ready for construction in Spring 2014, and Construction 2 and 3 are now in design.

**Discussion:**

As mentioned above, the environmental document for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012. The I-80/I-680/SR 12 Interchange – Phase 1 project is proceeding into the implementation stage. The I-80/I-680/SR 12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package planned to go to construction is the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package). Construction bids have been opened and Caltrans is in the process of evaluating the bids and awarding the construction contract.

Mark Thomas & Co was retained by STA to provide design services for the Initial Construction Package (ICP) and will be providing design support services during construction. STA staff is recommending the Board approve a contract amendment for Mark Thomas & Co. in a not-to-exceed amount of \$400,000 to cover these additional design services, which would be funded with Bridge Toll funds programmed for the project.

**Fiscal Impact:**

The additional design services for the I-80/I-680/SR12 Interchange – Initial Construction Package of \$400,000 will be funded with bridge toll funds.

**Recommendation:**

Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$400,000 to cover final design and engineering services during construction for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

Attachment:

- A. Mark Thomas Proposal Letter (To be provided under separate cover.)



DATE: December 23, 2013  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project –  
Project Management Services – PDM Group

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound (EB) Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 EB Cordelia Truck Scales Relocation Project is essentially completed and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012. For the I-80/I-680/SR 12 Interchange, Construction Package 1 (Initial Construction Package, ICP) is ready for construction in Spring 2014, and Construction 2 and 3 are now in design.

**Discussion:**

As mentioned above, the environmental document for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012. The I-80/I-680/SR12 Interchange – Phase 1 project is proceeding into the implementation stage, with the project currently planned to be implemented through 7 individual construction packages. The first construction package planned to go to construction is the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package). Construction bids have been opened and Caltrans is in the process of evaluating the bids and awarding the construction contract. Construction Package 2 and 3 are currently moving through the design phase.

The PDM Group was retained in February 2013 by the STA to provide project management services for the I-80/I-680/SR12 Interchange – Phase 1 project and is recommended to continue this effort as Construction Packages 1-3 continue to move through the project delivery process. STA staff is recommending the Board approve a contract amendment for the PDM Group in a not-to-exceed amount of \$332,180 to continue to provide project management services, which would be funded with Bridge Toll funds programmed for the project.

**Fiscal Impact:**

Project management services for the I-80/I-680/SR12 Interchange project of \$332,180 will be funded with bridge toll funds.

**Recommendation:**

Approve a contract amendment for the PDM Group in the not-to-exceed amount of \$332,180 to cover project management services for the I-80/I-680/SR 12 Interchange project.

Attachment:

- A. PDM Group Proposal Letter (To be provided under separate cover.)



DATE: December 26, 2013  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Contract Amendment - Coordinated Short Range Transit Plan (SRTP)/  
Intercity Transit Corridor Update

---

**Background:**

In 2010, the Metropolitan Transportation Commission (MTC) began the Transit Sustainability Project (TSP), a regional effort to address transit capital and operating shortfalls and to improve transit performance for the customer. In May 2012, MTC adopted Resolution 4060 which contains several policies, strategies and recommendations resulting from the TSP findings. One of the Resolution 4060 recommendations was to conduct multi-agency Short Range Transit Plans (SRTP) at the county or sub-regional level to promote interagency service and capital planning.

STA in coordination with MTC and the five (5) transit operators in Solano County proceeded with the endeavor in the development of not only the first Countywide Coordinated SRTP for Solano County, but also the first Coordinated SRTP for the region. The Coordinated SRTP for Solano County and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study are being undertaken concurrently by the consulting team led by Arup, which started the project in September 2012.

**Discussion:**

The Coordinated SRTPs have been completed and was approved by the STA Board in September 2013 and the Intercity Transit Corridor Study is still in progress. The SolanoExpress Intercity Transit Consortium has reviewed various elements of the Transit Corridor Study and recommended approval of the performance metrics used in evaluating intercity bus service. The STA Board has been presented with the scope and approach to the Transit Corridor Study and approved the performance metrics to be used for evaluating intercity bus service options.

There were some additional costs associated with the development of these Transit Corridor Study documents. STA and the Consortium members have requested Arup prepare several additional alternatives/options after meetings with the two SolanoExpress Operators, FAST and SolTrans. The additional cost and alternatives are presented in Attachment A.

**Fiscal Impact:**

The cost of this contract amendment is \$42,120. This is proposed to be funded by a STAF funds already dedicated for these purposes.

**Recommendation:**

Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$42,120 to cover the additional cost associated amendments to the Scope of Work with the Intercity Transit Corridor Study.

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# Memorandum

# ARUP

To	Nancy Whelan Liz Niedziela	Date	November 25, 2013
Copies	19T	Reference number	227047
From	Anthony Bruzzone	File reference	3-03
Subject	Additional Services – Solano Transit Corridor Study		

## 1 Introduction

Arup was engaged by STA to develop a Coordinated Short Range Transit Plan (SRTP) and a Transit Corridor Study. The was completed and provided to the Solano County operators and STA during the summer and adopted by the STA Board on September 11, 2013.

The Transit Corridor Study, although coordinated with the SRTP process, was unable to obtain consensus during the specified timeframe. In addition, during the collaborative process, a number of additional options and alternatives were discussed. Several of these issues were beyond the scope of the original study.

This memorandum discusses the additional services that will be required to obtain closure on the Transit Corridor Study.

## 2 Scope of Additional Services

Service Alternatives – In the Draft Final version of the Transit Corridor Study, four service options were designed and evaluated, with input from the Consortium.. These four routing alternatives can be described as follows:

- Alternative A – College Connector
- Alternative B – I-680 Trunk
- Alternative C – 75/85 Merge
- Alternative D – Branching

*Additional Services* – Arup understands that STA wishes to revise the Draft Final report to change Alternative A. This change will limit Alternative A to a merger of Lines 20 and 30, with some minor adjustments to the remaining current routes. We also understand that Alternative D is to be eliminated from further consideration. Deliverable: Memorandum listing new Alternative A and refined operating cost estimates.

# Memorandum

Phasing – Arup had investigated a phasing scheme to incrementally implement the adopted service strategy. Depending on the revisions to the final scheme, Arup will revise this phasing plan as necessary.

*Additional Services* – Arup will make revisions to the phasing plan for inclusion in the draft final report. Deliverable: New Phasing Section for Draft Final Report.

Fare Coordination – Alternative B and C assume that the current users of Line 90 would instead access the BART system via Walnut Creek BART. Without mitigation, this would increase the cost to each user by about \$1.50 daily (due to a higher BART fare).

*Additional Services* – Arup will coordinate a discussion between STA staff and BART staff to consider the feasibility of allowing Clipper users connecting from Solano County to BART to obtain the most favorable BART fare to their BART destination. Deliverable: Results of Discussions with BART and STA staff.

Capital Program – Some stakeholders have requested that a discussion of additional parking be included as part of the capital program. In addition, stakeholders have also identified the need to describe in more detail transit priority measures, specifically on Curtola Parkway and on Sonoma Boulevard. The Study did already mention that Military in Benicia should receive transit priority.

*Additional Services* – Arup will identify the current programmed parking projects and identify opportunities for additional parking resources. In addition, the Study will identify three pilot transit priority projects including scope of improvements and estimated travel time savings. Deliverable: Update of Capital Projects Report Section

Financing – Stakeholders requested additional analysis of funding requirements to provide service that could perform well. The Study had taken as a given a limit of \$4 million 2012 dollars as the subsidy amount that would be provided in the future. This request, in effect, reopens that policy discussion.

*Additional Services* – Arup will develop a *White Paper* that outlines the policy considerations of additional funding for SolanoExpress services. These include discussion of current uses of county transit funding, future revenue sources, as well as likely increases in demand as population increases. Deliverable: Financing White Paper

Meeting Attendance – Arup understands that these issues are to be considered in a collaborative process with STA staff and the Consortium.

*Additional Services* – Arup will present these five additional service memorandums/white papers in draft form to the Consortium, present the revised papers to the Consortium at a second meeting, and then present the draft final revisions and an Update Report to the STA Board. After the STA Board endorses (or modifies) the revised concepts, Arup would then present to

# Memorandum

the Consortium a draft report, present the revised draft final report to the Consortium at a second meeting and then to the STA Board for adoption. Total meetings budgeted: 6

Final Report – As the memorandums and white papers are developed, their incorporation into the final document will be required.

*Additional Services* – Arup will revise and incorporate changes to the final report and format and finalize the report. Deliverable: Draft Final and Final Report.

Consideration of Additional Steps – STA would benefit from using the revised Solano-Napa travel model to estimate transit ridership for each of the options. The inability to use the current model has been a major constraint on the Study (and the ability to inform decisionmakers of the tradeoffs inherent in assessing the options). Arup understands that a working model will be available by May 2014.

## 3 Budget

The total cost to provide these additional services is as follows:

<i>Add Services</i>	<i>Staff Hours</i>					
	<i>Senior</i>	<i>Technical</i>	<i>Support</i>			
Revise Alternative A	24					
Phasing	8	16				
Fare Coordination	32	8				
Capital Program	12	32				
Financing	8	24				
Meetings	24					
Final Report	4		20			
<b>TOTAL</b>	<b>112</b>	<b>80</b>	<b>20</b>			
Rates	\$260	\$140	\$90		<b>\$42,120</b>	<b>Arup Proposed Cost</b>

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DATE: December 19, 2013  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: Contract Amendment - Public Private Partnership (P3) Feasibility Study –  
KPMG, Inc.

---

**Background:**

*Defining Public-Private Partnerships (P3)*

According to the National Council for Public-Private Partnerships (P3), a P3 is a contractual agreement between a public agency and a private sector entity, through which the skills and assets of each sector are shared in delivering a service or facility. In addition to the sharing of resources, each party shares in the risks and rewards potential.

P3's are often distinguished between governments that use the traditional "Design-Bid-Build" model of public infrastructure investment and those governments that create partnerships to transfer various responsibilities to the private sector, such as project design, construction, finance, maintenance, and operation.

P3's can accomplish the following objectives:

- Make possible major infrastructure investments that might not otherwise receive financing.
- Accelerate projects into construction compared to traditional delivery methods.
- Transfer Prudent Risk to the Private Sector
- Capture Private Sector Innovation
- Promote Life Cycle Efficiencies/Performance
- Create Competitive Tension to Drive Value
- Leverage existing funding
- Spur economic growth

*Solano County P3 Feasibility Study Focus*

For Solano County, this study's focus will be on developing and maintaining transit facilities of regional significance along the I-80 corridor through P3s. The intent is to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

*Public-Private Partnership Feasibility Study: Scope and Development Timeline*

STA staff worked with various public works staff and transit staff as part of a new Public-Private Partnership Technical Committee and discussed their interests in studying a variety of aspects of P3s to advance the delivery of future transit center construction phases as well as finalize a scope of work. The success of the study's scope of work will be based in part on how willing project sponsors are to evaluating the potential for and reality of P3 financing for this set of transit

facilities and potentially incorporate these findings into future project designs and project delivery partnerships. STA staff anticipates working with a P3 Policy Committee comprised of Board Members, City Managers and Project Management staff to evaluate political feasibility of P3 recommendations as the study develops, targeting STA Board review by December 9, 2013.

### *P3 Consultant Contract*

On July 11, 2012, the STA Board approved a budget for the P3 study of \$150,000 of State Transit Assistance Funds (STAF), carrying over the prior year's budgeted amount of \$150,000. On June 8, 2012, the STA released an RFP for P3 Feasibility consulting services matching this approved budget. On August 30, 2012 the STA Board authorized the Executive Director to enter into contract for the P3 study in an amount of \$150,000. Six (6) transit sites were to be included in the P3 Feasibility study, under the terms of the contract:

- Vacaville Transportation Center
- Curtola Parkway and Lemon Street Transit Center
- Fairfield Transportation Center
- Fairfield/Vacaville Train Station
- Dixon Multimodal Transportation Center
- Suisun/Fairfield Train Station

At the January 29, 2013 SolanoExpress Intercity Transit Consortium meeting, committee members from the City of Fairfield, SolTrans, and the City of Benicia requested that the Red Top Road Park and Ride Lot, the Vallejo Transit Center and the Benicia Industrial Park Transit Hub be added to the P3 Feasibility Study. At the March 29, 2013 City Managers meeting, Vacaville's City Manager Laura Kuhn requested that the Vacaville Transit Center (at East Monte Vista) also be added to the P3 Feasibility Study. This brought the total to ten (10) transit sites that would be included in the study. Based on the additional transit sites being added to the P3 study and the associated work involved with data collection and site visits, a first amendment to the contract was provided by KPMG. At the April 10, 2013 Board meeting, the STA Board approved this contract amendment for KPMG of \$50,400 for an amount not-to-exceed \$200,400 to cover these additional services.

### **Discussion:**

Between April 12<sup>th</sup> and April 19<sup>th</sup> 2013, STA and KPMG staff conducted site visits to each of the transit centers, to help integrate the transit center plans and objectives for each jurisdiction into the P3 Feasibility Study. At each site, STA and KPMG met with city staff to discuss potential P3 opportunities that could benefit each of the transit centers. These tours helped to inform the most current quantitative and qualitative data for the Request for Information (RFI), market sounding and financial analysis worksteps carried out by KPMG staff. Following the transit site tours, KPMG circulated draft RFIs for each of the cities to review and provide feedback.

Once the RFIs were finalized, KPMG began implementation of their market sounding strategy. The market sounding involved engaging private sector market participants and presenting each with the RFIs. Once RFIs were reviewed, KPMG coordinated and facilitated market sounding conference calls with private market participants and STA staff. The result of the market sounding exercise included direct market feedback that was presented to the City Managers at their October 23, 2013 meeting.

At the December 11<sup>th</sup> 2013 Board meeting, KPMG provided an overview of the market sounding results and discussed Phase II implementation options. Based on interest from private market vendors and current project delivery status, it was determined by STA staff that the initial focus

for P3 Phase II implementation efforts would be focused on Benicia's Industrial Park Transit Hub and SolTrans' Curtola Transit Center. Both projects are currently in design with construction scheduled for 2014. Following the December 11, 2013 Board meeting, KPMG and STA staff met with the City of Benicia and SolTrans staff to present the individual summary reports for those transit centers and discuss potential next steps for implementation. Based on the additional meetings with cities and the associated work involved with P3 implementation, KPMG has provided STA with an estimate of what this additional implementation work will cost, along with related changes to their scope of work, in the attached amendment letter (Attachment A). This amendment would also extend the terms of the contract through June 30, 2014 to cover the time associated with additional tasks laid out in the scope of work.

**Fiscal Impact:**

\$250,400 of State Transit Assistance Funds (STAF) would be spent on a Public-Private Partnership Feasibility Study, consistent with the approved STA FY 2013-14 Budget

**Local Preference Policy:**

This contract is not subject to the Local Preference Goal due to the source of funds being used for the study.

**Recommendation:**

Authorize the Executive Director to execute a third contract amendment with KMPG for an amount of \$50,000 to cover additional services for a total amount not-to-exceed \$250,400 for the P3 Feasibility Study and Implementation Strategy and extend term to June 30, 2014.

Attachments:

- A. KPMG Amendment Letter #3 for P3 Feasibility Study, 12-23-2013

December 23, 2013

Mr. Daryl K. Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
Attn: Jessica McCabe, Project Manager

**RE: Third Amendment to Contract dated November 12, 2012 and amended April 2, 2013 and December 11, 2013 between Solano Transportation Authority and KPMG Corporate Finance LLC – Public-Private Partnership Feasibility Study Services (“Contract”)**

Dear Mr. Halls:

As discussed in December 2013, the Solano Transportation Authority (STA) seeks to extend its Contract with KPMG Corporate Finance LLC (KPMG or Contractor) for professional advisory services related to the Public-Private Partnership (P3) Feasibility Study.

This document summarizes the tasks and services that KPMG shall provide to the STA beyond the term, scope and budget contemplated in the Contract. The Contract shall be amended to include the following additional professional advisory services:

- Additional effort to complete the RFI teasers
- Additional market sounding activities focused on TOD
- Follow up with market sounding participants
- Market sounding summaries (for each city)
- Three (3) individual city manager meetings
- One (1) half-day workshop with SolTrans

Stage 3 shall be amended to include these additional tasks related to the informal market sounding. The purpose of the changes in Stages 3 is to provide direct market feedback obtained from the market sounding tailored for individual municipalities through one-on-one meetings with KPMG and STA.

The additional tasks associated with this Third Amendment are described below:

Stage 3 Tasks	Activity	Outcome
Potential P3 partners	<ul style="list-style-type: none"> <li>• Provide additional effort to complete RFI teasers</li> <li>• Conduct additional activities for market sounding exercise focused on TOD</li> <li>• Follow up with market sounding participants</li> <li>• Lead 3 one-on-one meetings with the STA and city managers for implementation planning</li> <li>• Participate half-day workshop with Soltrans with the STA and SolTrans for implementation planning</li> <li>• Draft individual market sounding summaries for each municipality</li> </ul>	Summary of suitable alternative revenue sources and cost saving initiatives for each municipality based on direct private sector feedback

To accommodate the changes in tasks, travel costs, and level of effort, KPMG’s compensation shall be increased by \$50,000, amending the amount of this Contract to \$250,400. Further, the term of this Contract is extended through June 30, 2014.

Changes to our Cost/Fee Proposal, as noted in Table B-1 of Section B of Exhibit B, shall be amended as follows:

Stage	Milestone	Action	Progress %	Progress Payments
<b>1</b>	<b>Project kick off meeting</b>	<b>Establish objectives</b>	<b>Completed</b>	<b>Completed</b>
1	Introduction to P3	Workshop and meetings with STA staff and stakeholder on P3 models and lessons learned.  Submit draft deliverable for comment and review.	<b>Completed</b>	<b>Completed</b>
<b>1</b>	<b>Meeting with Steering Committee: P3s and Transit</b>	<b>Deliverable 1: Submit summary of P3 understanding and lessons learned to Steering committee</b>	<b>Completed</b>	<b>Completed</b>
3	Potential P3 partners	Submit draft RFI and market sounding strategy to STA staff for review and comment. Initiate informal market sounding.	<b>Completed</b>	<b>Completed</b>
2	Suitability assessment	Submit draft report of suitability and screening outcomes to STA staff for review and comment.	<b>Completed</b>	<b>Completed</b>
<b>3</b>	<b>Meeting with Steering Committee: Suitability</b>	<b>Deliverable 2 &amp; 3: Present Suitability and screening assessment report and RFI strategy presentation to Steering committee</b>	<b>Completed</b>	<b>Completed</b>
4	Revenue, funding and financing	Submit draft summary of suitable alternative revenues, funding and financing approaches	<b>Completed</b>	<b>Completed</b>
5	Risk allocation	Submit draft summary of delivery options and key project risks	<b>Completed</b>	<b>Completed</b>
<b>Contract Compensation</b>				<b>\$150,000</b>

Stage	Milestone	Action	Progress %	Progress Payments
		Amendment #1 Compensation		\$50,400
		Amendment #3 Compensation		\$50,000
<b>1-7</b>	<b>Completion of Stages 1-7 Milestones</b>	<b>Total Compensation</b>		<b>\$250,400</b>
		<ul style="list-style-type: none"> <li>▪ Less: Invoice Submitted 1/9/2013 for Stage 1</li> <li>▪ Less: Invoice Submitted 3/20/13 for Stage 3 (Potential Partners)</li> <li>▪ Less: Invoice Submitted 7/12/2013 for Stage 2, 4, and 5</li> <li>▪ Less: Invoice Submitted 11/14/2013 for Stage 3</li> </ul>		(\$22,500) (\$30,000) (\$88,740) (\$36,975)
		<b>Remaining Contract Value</b>		<b>\$72,185</b>
3	Individual City Manager Meetings	Conduct three (3) meetings with city managers and staff; participate in a half-day workshop with Soltrans; submit individual market sounding summaries to city staff		\$50,000
6	Feasibility study report	Submit draft feasibility report to STA staff		\$14,790
7	Implementation	Submit draft procurement schedule and implementation strategy to STA staff for review and comment.		
7	Meeting with Advisory Committees to present draft report	Presentation to STA Advisory Committee's and Steering committee		
<b>7</b>	<b>Final feasibility study with review changes</b>	<b>Submit and present final deliverable to STA Board</b>		<b>\$7,395</b>
		<b>Subtotal – Remaining Contract Value</b>		<b>\$72,185</b>
		Invoices Submitted for Stage 1, 2, 3, 4, and 5		\$178,215
<b>1-7</b>	<b>Completion of Stages 1-7 Milestones</b>	<b>Total Compensation</b>		<b>\$250,400</b>

Except as identified in this letter, all other terms and conditions of our existing contract remain unchanged. If you agree to the amended tasks and fee estimates herein, please execute this letter and return a copy to Liam Kelly, Managing Director. We very much appreciate the opportunity to work with the STA on this important project.

Solano Transportation Authority

KPMG Corporate Finance LLC

by \_\_\_\_\_

by \_\_\_\_\_

Name: Daryl K. Halls  
 Title: Executive Director  
 Date:

Name: Liam Kelly  
 Title: Managing Director  
 Date: December 23, 2013



DATE: December 30, 2013  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Fiscal Year (FY) 2013-14 Proposed Mid-Year Budget Revision

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. In July 2013, the STA Board adopted the two-year budget for FY 2013-14 and FY 2014-15. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for funding multi-year funded projects.

**Discussion:**

Attachment A is the Proposed Mid-Year Budget Revision for FY 2013-14. The FY 2013-14 Proposed Mid-Year Budget Revision is balanced, with the proposed changes to the approved budget modified from \$65.73 million to \$68.78 million, an increase of \$3.05 million. The increase in the budget amount is primarily due to the amount of funds carryover from FY 2012-13, the startup of new programs, such as Mobility Management, transit studies, and construction activities of projects such as the I-80 Express Lanes and the City of Dixon B Street Undercrossing Project, and the final phase of the I-80 East Bound Cordelia Truck Scales and the North Connector projects.

Budget changes are summarized as follows:

**FY 2013-14 Revenue Changes**

1. The FY 2012-13 State Transit Assistance Funds (STAF) allocations in the amount of \$524,405 (Population-Based/Solano) and \$106,571 (Regional Paratransit) is reprogrammed in FY 2013-14 for the continuation of transit coordination and STA's transit planning efforts, such as the American Disabilities Act (ADA) in Person Eligibility Program, Transit Coordination/Implementation, the Mobility Management Program Administration, the Suisun City AMTRAK Station Upgrade and Rehabilitation, and the Alternative Fuel Plan Implementation. Additional STAF allocation is programmed for the Benicia Intermodal (\$300,000), the Solano Express Ridership Study (\$175,000), Transit Coordination/Implementation (\$70,000), Private Public Partnership (P3) Study – Phase II (\$75,000), and STA Model Maintenance (\$20,000).
2. The Transportation Development Act (TDA) fund is increased by \$72,000 to reflect funding for the American Disabilities Act (ADA) in Person Eligibility Program.
3. A new funding agreement from Federal New Freedom funds in the amount of \$105,000 is added to the budget for the Countywide Travel Training Program and the One Stop Transportation Call Center Program, as identified in the Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs.

4. The OneBayArea Grant (OBAG)/Surface Transportation Program (STP) fund is increased by \$56,510 to reflect the various OBAG/STP program activities and projects, as well as for general transportation strategic planning activities.
5. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) fund is increased by \$30,486 for the continuation of planning efforts and project delivery activities, such as the final phase of the Redwood Parkway Drive/Fairgrounds Improvement Project Study and the Model Maintenance Update
6. The Transportation for Clean Air (TFCA) fund is increased by \$30,033 for the ongoing program activities of the Transit Rideshare Services/Solano Napa Commuter Information (SNCI) Program.
7. The Eastern Solano Congestion Mitigation & Air Quality (ECMAQ) fund for SNCI Programs is reduced by \$8,887 to reflect the final carryover funds from FY 2012-13. This fund will no longer be available for future allocation and funding for SNCI programs will come from OBAG funds allocation or future for quality funding sources.
8. Caltrans funding from the Job Access and Reverse Commute (JARC) is adjusted to reflect the carried over from FY 2012-13 in the amount of \$182,919 and new funding for FY 2013-14 in the amount of \$8,000 for the continuation of the Mobility Management Plan Program.
9. Local funds from the City of Dixon (\$20,000) for Alternative Fuels and Infrastructure Plan, the City of Rio Vista (\$32,000) and the City of Dixon (\$5,000) for the Transit Coordination/Implementation are added to the budget.
10. The Abandoned Vehicle Abatement (AVA) Program budget is increased by \$10,032 to reflect the adjusted carryover funds from FY 2012-13 and for the anticipated funds available to member agencies for FY 2013-14.
11. The City of Dixon West B Street Undercrossing Project budget is increased by \$926,898 to reflect the construction funds available for the project. This project is in construction and project completion is anticipated in September 2014.
12. The I-80 Express Lanes Project fund from the Regional Measure (RM) 2 is increased by \$1.47 million for the continuation of the Project Approval/Environmental Document (PA/ED) phase of the work that is expected to be completed in mid 2014.
13. The I-80 Eastbound Cordelia Truck Scales Relocation Project fund from the Regional Measure (RM) 2 is reduced by \$219,975 to reflect the final construction phase and activities of the project for the fiscal year.
14. The SR 12/Jameson Canyon Project fund from the STIP/Transportation Congestion Relief Program (TCRP) is increased by \$87,941 to reflect the final design phase and construction activities. This project is near completion and is on track to be fully open to the public by mid 2014.
15. The North Connector East funding allocation from RM 2 is reduced by \$405,247 to reflect the carryover funds from FY 2012-13 and the final project mitigation and right of way activities.
16. The Vallejo Redwood Parkway Fairgrounds Drive Improvement Project budget is increased by the amount of \$20,000 to reflect the anticipated additional final completion cost of the environmental document for the project.

Other revenue changes are made to reflect the carryover funds resulting from the completion of the FY 2012-13 annual audit and the anticipated project and program activities for the fiscal year.

## FY 2013-14 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The **Operation and Management** budget is increased by \$11,083. The STA Operation & Administration budget expenditures were reviewed and adjusted for the increased operations and activities, such as the anticipated office space expansion scheduled to occur in February 2014 to accommodate the future Mobility Management Call Center.
2. The **Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)** budget is increased by \$558,853. New transit programs and activities are added to the budget, such as the Countywide Travel Training Program, One Stop Mobility Management Call Center, and the SolanoExpress Ridership Survey. With these new programs, additional office space and support staff cost are added to the budget.

The SR2S Program is reduced by \$61,798 to reflect the anticipated program activities.

3. The **Project Development** budget is increased by \$2.29 million to primarily reflect activities of the different projects that are now in the right of way activities and construction phase, specifically the I-80/I-680/SR 12 Interchange Project, the Jepson Parkway Project, and the City of Dixon B Street Undercrossing Project. The budget includes the carryover of funds and the accelerated pace from the project delivery of the I-80 Express Lanes projects. Budgets for the North Connector Project and the I-80 High Occupancy Vehicle (HOV) Lanes/Solano Highway Improvement Plan (SoHip), which is now in its final project phase, project follow up, project closeout, and mitigation are adjusted to reflect project activities.

The Benicia Intermodal Project (\$300,000) is added to the budget. The Alternative Fuel Plan Implementation (\$20,448) and the Private Public Partnership (P3) Feasibility Study (\$36,459) budget are adjusted to reflect carryover and project activities.

4. The **Strategic Planning** budget is increased by \$194,498. The planning activities and studies are adjusted to reflect anticipated budget cost for the fiscal year, such as the Model Maintenance Update, Climate Change Plan, and the Rail Facilities Plan Update.

### New Staff Positions:

The STA's Executive Director is also serving in the role of Interim Director of the Rideshare Services/SNCI Department, which has been vacant for the last three fiscal years. For FY 2013-14, this vacancy has resulted in salaries and benefits savings of approximately \$197,262, yet has resulted in a reduction in the number of staff for the department. Consequently, with the STA Board's approval of new transit programs, the Countywide Travel Training Program and the One Stop Mobility Management Call Center, STA has to recruit additional staff to provide the staff support needed to run these programs (See FY 2013-14 Salary Schedule Effective January 8, 2014 in Attachment B).

The SNCI Division has been struggling with staffing when any of the current three (3) full time staff and two (2) half time staff for the existing programs is out sick or on vacation leave. This same staff is also gearing up to staff the various customer service components of the new Mobility Management Call Center and Website. Therefore, the staff recommends hiring one (1) full time Program Coordinator and two (2) additional half time positions as Customer Service Representatives for the new Mobility Management programs. These additional staff are recommended to be hired as contract staff to coincide with available grant funding and will have an annual budget cost for FY 2013-14 of approximately \$45,693 (See FY 2013-14 STA's Organization Chart in Attachment C). Grant funding is available to cover these staff for a three year period.

Reinstatement of STA's Cost of Living Adjustment (COLA) Policy:

The STA Board established a policy for calculating cost of living adjustments for STA staff using the average of the Consumer Price Index (CPI): United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. In response to the economic downturn and pending funding concerns, this policy was suspended in the FY 2009-10 Annual Budget and the policy has been suspended for the past five fiscal years. Based on discussions with the STA Board's Executive Committee in December 2013, the Executive Committee and STA staff is recommending the STA Board reinstate the COLA Policy effective February 1, 2014.

Using the COLA policy cost calculations, the average annual change in CPI for 2012 for the three areas is 1.9 %. The proposed FY 2013-14 Mid-Year Budget Revision includes a cost of living adjustment of 1.9%. The total fiscal impact of reinstating for all STA employees for FY 2013-14 effective February 1, 2014 is \$7,587. The reinstatement of this policy requires approval by the STA Board as a separate action as part of the adopted FY 2013-14 budget.

The total FY 2013-14 revenue and expenditure is \$68.78 million. The FY 2013-14 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2013-14 Mid-Year Budget Revision is presented with revision to the approved FY 2013-14 Budget to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The STA's overall FY 2013-14 budget is \$68.78 million, an increase of \$3.05 million. The increase in the revenues and expenditures is based on the increased new transit programs and construction projects. Staff recommends hiring one (1) full time Program Coordinator and two (2) half time contract positions as Customer Service Representatives for the new Mobility Management Programs at the additional cost for FY 2013-14 of approximately \$45,693. The STA Executive Committee and STA staff recommends reinstating the STA's COLA Policy effective February 1, 2014. The total fiscal impact of reinstating the COLA policy for all STA employees for FY 2013-14 effective February 1, 2014 is \$7,587.

**Recommendation:**

Approve the following:

1. Adopt the STA's FY 2013-14 Proposed Mid-Year Budget Revision as shown in Attachment A;
2. Reinstatement STA's Cost of Living Policy effective February 1, 2014; and
3. Authorize establishment of one (1) full time Program Coordinator and two (2) half-time Customer Service Representatives as part of the new Mobility Management Call Center as shown in Attachment B.

Attachments:

- A. STA FY 2013-14 Budget Revision dated January 8, 2014
- B. Current STA Organizational Chart
- C. Proposed Revised STA Organization Chart dated January 2, 2014
- D. STA's FY 2013-14 Current Salary Schedule dated January 8, 2014
- E. STA's FY 2013-14 Proposed Salary Range Schedule with COLA (1.9%) Effective February 1, 2014

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 13-14	Proposed FY 13-14	Operations & Administration	Adopted FY 13-14	Proposed FY 13-14
Members Contribution/Gas Tax (Reserve Account)	108,000	108,000	Operations Management	1,528,713	1,539,796
Members Contribution/Gas Tax	165,476	163,074	STA Board of Directors/Administration	50,000	50,000
Transportation Dev. Act (TDA) Art. 4/8	463,884	463,884	Expenditure Plan	100,000	100,000
TDA Art. - Other	87,237	159,237	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	1,633,824	2,443,308	<b>Subtotal</b>	<b>\$1,786,713</b>	<b>\$1,797,796</b>
New Freedom Funds	-	105,000	<b>Transit and Rideshare Services/SNCI/SR2S</b>		
One Bay Area Grant (OBAG)/STP	784,600	841,110	SNCI/SR2S Management/Administration	433,299	452,645
OBAG - Safe Routes to School (SR2S)	136,354	74,556	Employer Van Pool Outreach	16,200	16,200
OBAG - SNCI	26,491	26,491	SNCI General Marketing	53,500	53,500
MTC Grant	1,581,200	1,581,200	Commute Challenge	30,000	31,800
STIP Planning, Programming and Monitoring (PPM)	183,444	213,930	Bike to Work Campaign	20,000	20,000
Federal Funds	55,815	33,248	Bike Links	15,000	15,000
RM 2 - North Connector - Design	3,568	3,625	Emergency Ride Home (ERH) Program	5,000	5,000
RM 2 - I-80 Express Lanes	47,141	47,406	Rideshare Services - Napa	20,000	21,054
RM 2 - I-80 HOV Lanes/SOHIP	27,612	30,493	Safe Route to School Program (SR2S)	614,166	552,368
RM 2 - I-80 Interchange Project	35,249	35,323	Transit Management Administration	133,000	140,118
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	5,946	6,042	Transit Corridor Study/SRTP Coordination/Implementation	150,000	173,611
Transportation for Clean Air (TFCA)	250,629	280,662	Lifeline Program	17,000	28,483
TFCA - NCTPA	20,000	21,054	Paratransit Coordinating Council (PCC)	50,000	50,000
Yolo/Solano Air Quality Management District (YSAQMD)	30,000	30,000	Solano Express Marketing	150,000	150,653
Congestion Mitigation Air Quality (CMAQ)	506,125	506,125	Solano Senior & People with Disabilities Committee	30,000	66,391
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	147,879	138,992	Mobility Management Plan/Program	406,342	238,468
Regional Rideshare Program (RRP)	240,000	240,000	ADA in Person Eligibility Program	150,000	222,000
Strategic Growth Council (SGC) Grant	222,848	275,555	Countywide Travel Training Program	-	179,631
JARC	174,481	190,919	One Stop Transportation Call Center Program	-	108,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	Transit Coordination/Implementation	150,000	302,438
Local Funds - Cities/County	128,600	215,600	Ridership Study	-	175,000
Partners	18,000	18,000	<b>Subtotal</b>	<b>\$2,443,507</b>	<b>\$3,002,360</b>
<b>Subtotal</b>	<b>\$7,094,403</b>	<b>\$8,262,834</b>	<b>Project Development</b>		
<b>TFCA Program</b>			Project Management/Administration	68,176	65,119
Transportation for Clean Air (TFCA)	303,538	303,538	Local Streets & Roads Annual Report	12,250	12,250
<b>Subtotal</b>	<b>\$303,538</b>	<b>\$303,538</b>	Regional Impact Fee (Feasibility Study/AB 1600)	43,018	43,018
<b>Abandoned Vehicle Abatement Program</b>			Management Assistant for Projects in Solano (MAPS)	8,007	57,007
Department of Motor Vehicle (DMV)	490,000	500,032	Public Private Partnership (P3) Feasibility Study	159,630	196,089
<b>Subtotal</b>	<b>\$490,000</b>	<b>\$500,032</b>	Alternative Fuel Plan Implementation	100,000	120,448
<b>Dixon B Street Undercrossing Project</b>			Suisun AMTRAK Rehabilitation	200,000	200,000
STIP	2,600,000	4,524,000	Jepson Parkway TLC Plan Update	10,000	11,147
Transportation Dev. Act (TDA) Art. 4/8	400,000	652,898	Benicia Intermodal Project	-	300,000
OBAG-City of Dixon	1,250,000	-	Jepson Parkway	4,500,000	4,492,631
City of Dixon	976,022	976,022	SR 12/Jameson Canyon Project	250,000	337,941
<b>Subtotal</b>	<b>\$5,226,022</b>	<b>\$6,152,920</b>	I-80/I-680/SR 12 Interchange Project	28,052,679	28,052,679
<b>Jepson Parkway Project</b>			North Connector-East Project	1,493,972	1,088,725
State Transportation Improvement Program (STIP)	4,400,000	4,392,631	I-80/HOV Lanes Project/SOHIP	75,291	75,291
County of Solano	100,000	100,000	I-80 East Bound (EB) Truck Scales Relocation Project	15,111,920	14,891,945
<b>Subtotal</b>	<b>\$4,500,000</b>	<b>\$4,492,631</b>	I-80 Express Lanes Project	3,119,573	4,594,281
<b>I-80 East Bound (EB) Truck Scales Relocation Project</b>			Redwood Parkway Drive Improvement Project	10,000	30,000
RM 2 Funds	15,111,920	14,891,945	Dixon B Street Undercrossing Project	5,226,022	6,152,920
<b>Subtotal</b>	<b>\$15,111,920</b>	<b>\$14,891,945</b>	DMV Abandoned Vehicle Abatement (AVA) Program	490,000	500,032
<b>SR 12/Jameson Canyon Project</b>			<b>Subtotal</b>	<b>\$58,930,538</b>	<b>\$61,221,523</b>
STIP/TCRP	250,000	337,941	<b>Strategic Planning</b>		
<b>Subtotal</b>	<b>\$250,000</b>	<b>\$337,941</b>	Planning Management/Administration	188,294	182,995
<b>I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP</b>			Events	12,000	10,000
PA/ED Design RM-2	75,291	75,291	Model Development/Maintenance	74,000	174,000
<b>Subtotal</b>	<b>\$75,291</b>	<b>\$75,291</b>	Solano County PDA Program	1,590,230	1,590,230
<b>North Connector East Project</b>			Climate Change Plan	222,848	275,555
Right of Way - RM-2 Funds	1,493,972	1,088,725	Comprehensive Transportation Plan (CTP) Follow Up	46,005	44,924
County of Solano	-	-	Rail Facilities	45,000	94,885
<b>Subtotal</b>	<b>\$1,493,972</b>	<b>\$1,088,725</b>	Priority Conservation Area (PCA)	84,725	85,011
<b>I-80/I-680/SR 12 Interchange Project</b>			TFCA Programs	303,538	303,538
RM 2 Funds	28,052,679	28,052,679	<b>Subtotal</b>	<b>2,566,640</b>	<b>2,761,138</b>
<b>Subtotal</b>	<b>\$28,052,679</b>	<b>\$28,052,679</b>	<b>TOTAL, ALL EXPENDITURES</b>		
<b>I-80 Express Lanes Project</b>			<b>TOTAL, ALL REVENUE</b>	<b>\$65,727,398</b>	<b>\$68,782,817</b>
RM 2 Funds	3,119,573	4,594,281	<b>Subtotal</b>	<b>\$65,727,398</b>	<b>\$68,782,817</b>
<b>Subtotal</b>	<b>\$3,119,573</b>	<b>\$4,594,281</b>	<b>TOTAL, ALL REVENUE</b>		
<b>Redwood Parkway Drive/Fairgrounds Improvement Project</b>			<b>Subtotal</b>	<b>\$10,000</b>	<b>\$30,000</b>
STIP/PPM	10,000	30,000	<b>TOTAL, ALL EXPENDITURES</b>		
Local Match Funds-STA	-	-	<b>TOTAL, ALL REVENUE</b>	<b>\$65,727,398</b>	<b>\$68,782,817</b>
Local Match Funds-Solano County/City of Vallejo	-	-	<b>Subtotal</b>	<b>\$10,000</b>	<b>\$30,000</b>
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$30,000</b>	<b>TOTAL, ALL EXPENDITURES</b>		

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Solano Transportation Authority

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Suisun City, CA 94585

Tel.: (707) 424-6075

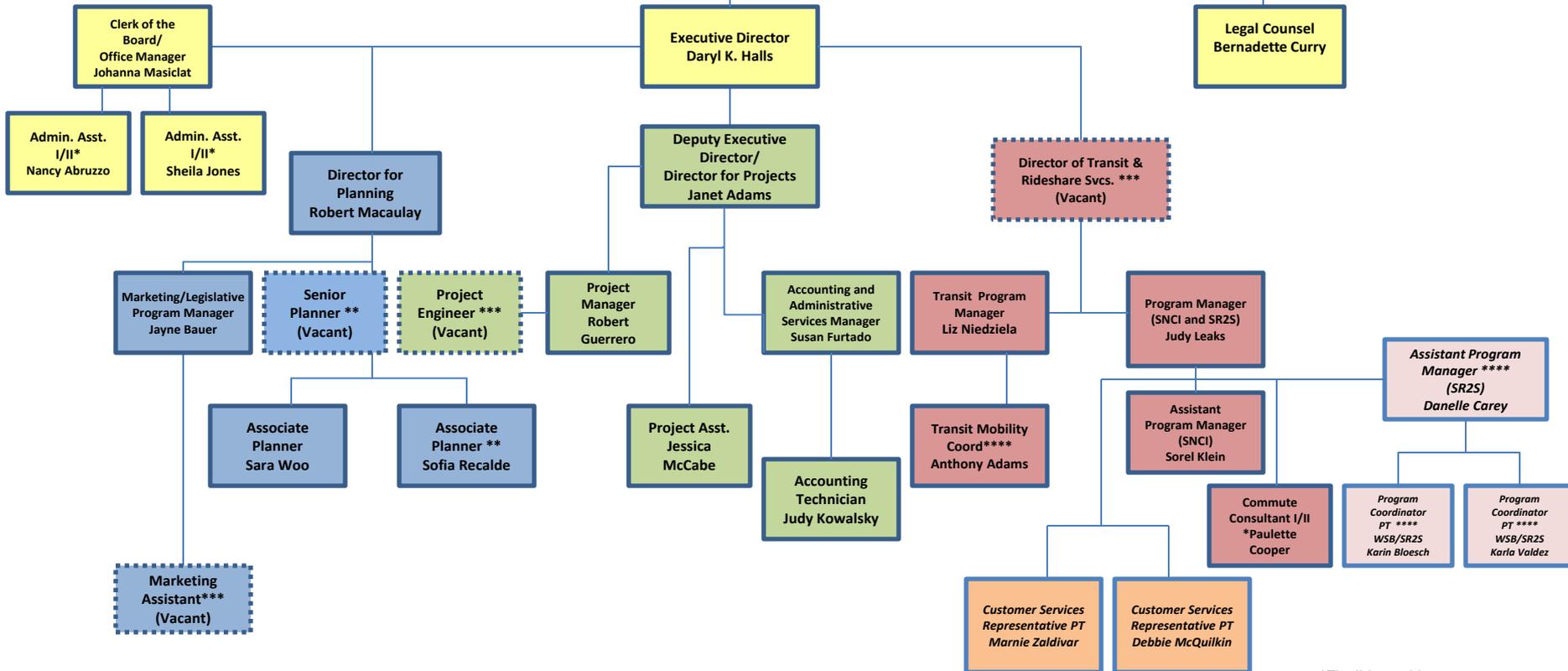
oFax: (707) 424-6074

## Organizational Chart FY 2013-14

(STA Board Approved: July 2013)



**Top Row Left to Right:** County of Solano Supervisor Jim Spering, City of Fairfield Mayor Harry Price, City of Dixon Mayor Jack Batchelor, Jr., City of Benicia Mayor Elizabeth Patterson, City of Vallejo Mayor Osby Davis (STA 2013 Board Vice-Chair)  
**Bottom Row Left to Right:** City of Rio Vista Mayor Norman Richardson; City of Suisun City Mayor Pete Sanchez, City of Vacaville Mayor Steve Hardy (STA 2013 Board Chair)



\*Flexible positions  
 \*\* Underfill Sr. Planner  
 \*\*\* Non-Budgeted FY 2013-14  
 \*\*\*\* Limited Term



Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

Tel.: (707) 424-6075

oFax: (707) 424-6074

**PROPOSED**

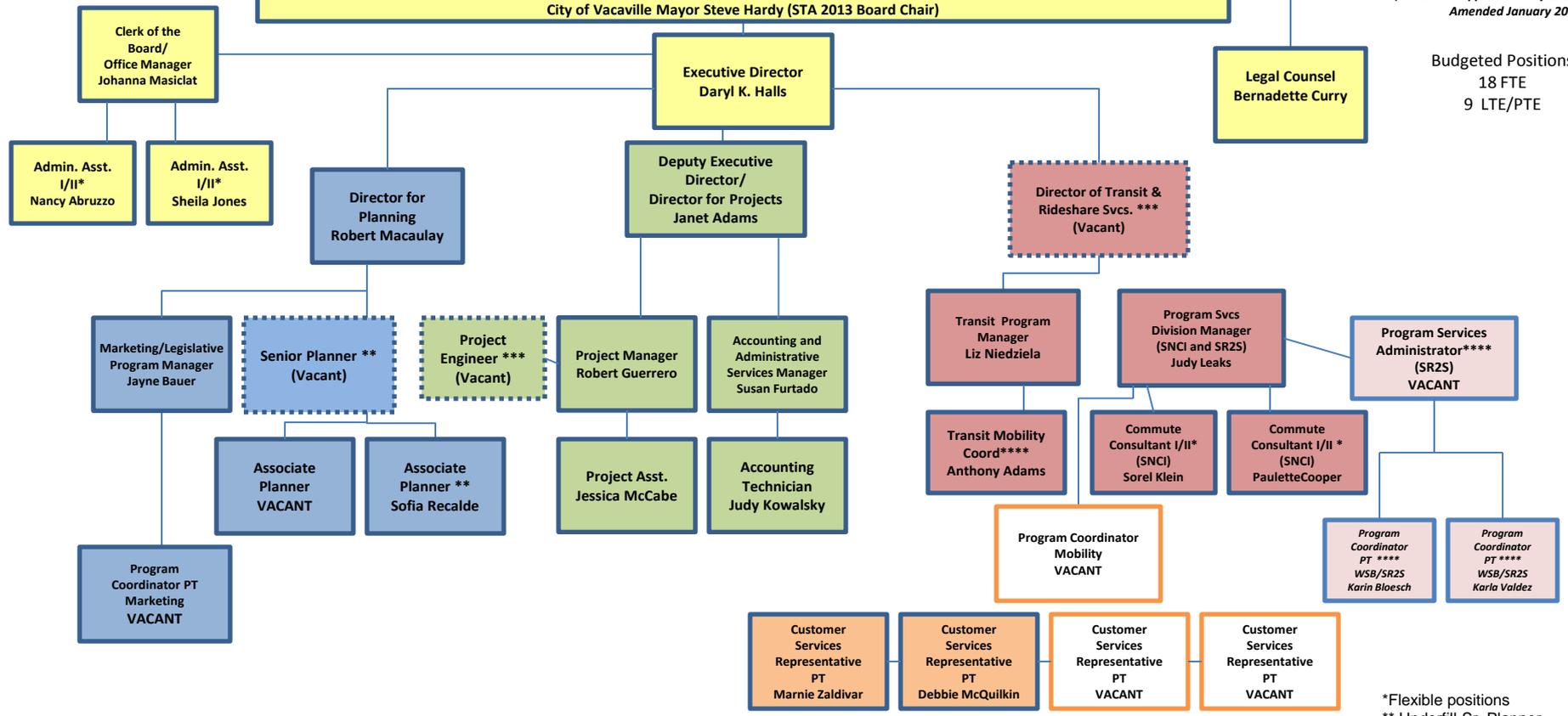
**Organizational Chart  
FY 2013-14**

(STA Board Approved: July 2013)  
Amended January 2014

Budgeted Positions  
18 FTE  
9 LTE/PTE



**Top Row Left to Right:** County of Solano Supervisor Jim Spering, City of Fairfield Mayor Harry Price, City of Dixon Mayor Jack Batchelor, Jr., City of Benicia Mayor Elizabeth Patterson, City of Vallejo Mayor Osby Davis (STA 2013 Board Vice-Chair)  
**Bottom Row Left to Right:** City of Rio Vista Mayor Norman Richardson; City of Suisun City Mayor Pete Sanchez, City of Vacaville Mayor Steve Hardy (STA 2013 Board Chair)



\*Flexible positions  
\*\* Underfill Sr. Planner  
\*\*\* Non-Budgeted FY 13-14  
\*\*\*\* Limited Term  
PT - Part Time



**SALARY RANGE SCHEDULE**  
**FY 2013-14**  
**Without COLA**  
**Approved July 10, 2013**

<b>Job Title</b>	<b>FLSA Status</b>	<b>Position Code</b>	<b>Salary Range</b>	
			<b>Minimum Monthly</b>	<b>Maximum Monthly</b>
Accounting & Administrative Services Manager	E	91020	\$6,765	- \$8,223
Accounting Technician	N	91016	\$4,008	- \$4,871
Administrative Assistant I	N	91014	\$3,029	- \$3,682
Administrative Assistant II	N	92006	\$3,409	- \$4,144
Assistant Program Manager*	N	91028	\$4,923	- \$5,984
Associate Planner	N	91004	\$4,923	- \$5,984
Clerk of the Board/Office Manager	E	91025	\$6,442	- \$7,831
Commute Consultant I	N	91012	\$3,340	- \$4,059
Commute Consultant II	N	91011	\$4,008	- \$4,871
Deputy Executive Director/Director for Projects	E	91007	\$11,553	- \$14,011
Director for Planning	E	91008	\$9,981	- \$12,739
Director of Transit and Rideshare Services*	E	91022	\$8,505	- \$10,338
Executive Director	E	90001	\$12,500	- \$15,167
Marketing and Legislative Program Manager	E	91021	\$5,583	- \$7,125
Planning Assistant	N	91019	\$4,008	- \$4,871
Program Coordinator	N	91012	\$3,340	- \$4,059
Program Services Administrator	E	91034	\$5,583	- \$6,786
Program Services Division Manager	E	91017	\$6,442	- \$7,831
Project Assistant	N	91019	\$4,008	- \$4,871
Project Engineer*	E	91033	\$7,978	- \$9,698
Project Manager	E	91030	\$5,583	- \$7,125
Senior Planner*	E	91027	\$5,583	- \$7,125
Transit Mobility Coordinator	N	91031	\$4,008	- \$4,871
Transit Program Manager	E	91029	\$6,442	- \$7,831
Customer Service Representative	N	92015	\$15/hr	- \$22/hr
Program Coordinator	N	92005	\$15/hr	- \$22/hr

\*Non-Budgeted for FY 2013-14



**PROPOSED SALARY RANGE SCHEDULE**  
**FY 2013-14**  
**With COLA (1.9%)**  
**Effective February 1, 2014**

<b>Job Title</b>	<b>FLSA Status</b>	<b>Position Code</b>	<b>Salary Range</b>	
			<b>Minimum Monthly</b>	<b>Maximum Monthly</b>
Accounting & Administrative Services Manager	E	91020	\$6,894	- \$8,379
Accounting Technician	N	91016	\$4,084	- \$4,964
Administrative Assistant I	N	91014	\$3,087	- \$3,752
Administrative Assistant II	N	92006	\$3,474	- \$4,223
Assistant Program Manager*	N	91028	\$5,017	- \$6,098
Associate Planner	N	91004	\$5,017	- \$6,098
Clerk of the Board/Office Manager	E	91025	\$6,564	- \$7,980
Commute Consultant I	N	91012	\$3,403	- \$4,136
Commute Consultant II	N	91011	\$4,084	- \$4,964
Deputy Executive Director/Director for Projects	E	91007	\$11,773	- \$14,277
Director for Planning	E	91008	\$10,171	- \$12,981
Director of Transit and Rideshare Services*	E	91022	\$8,667	- \$10,534
Executive Director	E	90001	\$12,738	- \$15,455
Marketing and Legislative Program Manager	E	91021	\$5,689	- \$7,260
Planning Assistant	N	91019	\$4,084	- \$4,964
Program Coordinator	N	91012	\$3,403	- \$4,136
Program Services Administrator	E	91034	\$5,689	- \$6,915
Program Services Division Manager	E	91017	\$6,564	- \$7,980
Project Assistant	N	91019	\$4,084	- \$4,964
Project Engineer*	E	91033	\$8,130	- \$9,882
Project Manager	E	91030	\$5,689	- \$7,260
Senior Planner*	E	91027	\$5,689	- \$7,260
Transit Mobility Coordinator	N	91031	\$4,084	- \$4,964
Transit Program Manager	E	91029	\$6,564	- \$7,980
Customer Service Representative (PT)	N	92015	\$15/hr	- \$22/hr
Program Coordinator (PT)	N	92005	\$19.63/hr	- \$23.86/hr

\*Non-Budgeted for FY 2013-14



DATE: December 19, 2013  
TO: STA Board  
FROM: Sofia Recalde, Associate Planner  
RE: Solano Rail Facilities Plan Update

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**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. With the support of the STA, 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 passenger 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 affected cities, Amtrak Capitol Corridor, Union Pacific, Caltrans, and the Metropolitan Transportation Commission (MTC), the STA proposes to update the 1995 Solano Rail Facilities Plan.

**Discussion:**

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.

Based on comments received from the STA Board, members of the TAC 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 Surface Transportation Program (STP) Programming and Monitoring (PPM) funds will be used to fund the Rail Facilities Plan Update for an amount not to exceed \$100,000.

The Disadvantaged Business Enterprise (DBE) goal calculation, a requirement for the use of federal fund sources, is 6%. This item was reviewed by the STA TAC at their meeting of December 18, 2013 and unanimously recommended for approval.

**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 Surface Transportation Program (STP), Programming and Monitoring (PPM) funds is recommended for this project to accommodate the modified scope of work for the RFP.

**Recommendation:**

Approve the following:

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$100,000; and
4. Approve dedicating \$45,000 in State Transit Assistance Funds (STAF) and \$5,000 in Surface Transportation Program (STP) Planning, Programming and Monitoring (PPM).
5. Approve the DBE goal of 6% for the Rail Facilities Plan Update

Attachment:

- A. Scope of Work for the Solano Rail Facilities Plan Update
- B. DBE Goal calculation

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**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"><li>a. Executive Summary</li><li>b. Background and Existing Conditions</li><li>c. Reports from Tasks 3-6</li><li>d. Recommendations</li><li>e. Financing and Implementation</li><li>f. Conclusion</li></ul>
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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DBE Contract Goal Calculation for Rail Facilities Plan Update

**Rail Facilities Plan Update - Total Project Funding \$91,500**

541320 - Landscape Architectural Services (Planning Services fall under this category)  
 Total (all) firms in **Market Area** in Work Category = 254  
 Total DBE firms in Work Category (in Market Area) = 15

(NAICS Code) 541320

*Race Concious Portion of AADPL (formula used)*

$$\text{Contract goal} = \left| \frac{\text{No. of DBEs in a Work Category}}{\text{No. of all firms in same Work Category}} \right| \times \text{weight} \quad \left| \right| \times 100$$

Contract goal = 15/254\*1\*100

**DBE Contract Goal 6%**

Solano	3
Contra Costa	36
SF	53
Marin	26
Sonoma	22
Santa Clara	36
Alameda	54
Napa	6
San Mateo	18
	<b>254</b>

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DATE: December 26, 2013  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
Wayne Lewis, FAST Transit Manager  
RE: Fairfield and Suisun Transit Fare Increase Public Outreach and Public Hearing

---

**Background:**

In February 2009, the Fairfield City Council approved fare increases for the intercity routes operated by Fairfield and Suisun Transit (FAST). FAST staff noted the fare increase was needed due to increases in operating costs and that FAST was in jeopardy of falling below the State-mandated minimum farebox recovery goal of 20%. Prior to 2009, the previous fare adjustment on FAST operated services was in October 2006 for both local and intercity routes. The 2009 intercity fare increase included the following adjustments.

- \$.25 fare increase on one-way trips
- Monthly passes increased from \$16 to \$40 to achieve a \$20 fare step between zones
- Elimination of youth fares
- Elimination of Zones 6, 7, 8, and 9.
- Approval of annual fare adjustments based on averages of national transportation and consumer indexes. Note that FAST has not implemented any fare changes since 2009 to limit impacts on riders during the recent economic downturn.

The CLIPPER© universal transit card is scheduled to be rolled out to Solano County in the fall of 2014. FAST and Solano County Transit (SolTrans) will need to modify its fare structure before the new CLIPPER© Card can be used in Solano County.

**Discussion:**

FAST staff proposes to establish a new route based fare structure with new fare values designed to:

1. Meet CLIPPER© automated fare collection technology requirements;
2. Generate additional revenues to address a projected financial shortfall; and
3. Improve performance of local and intercity bus services relative to adopted standards.

**Proposed Fare Increase**

A summary of the current and proposed fares for the adult one-way fare and monthly passes are presented in Attachment A. Fares and passes for Seniors, People with Disabilities, and Medicare Card Holders are not included in Attachment A, but they will continue to pay 1/2 fare. FAST staff is proposing to eliminate the five (5) zone fare and proposing a two tier fare structure. The longest trips will be eligible for CLIPPER© use. To get discounted fares on the in-between trips, called Short Hops, riders will need to pay cash or purchase a paper pass from FAST, because CLIPPER© will only recognize one fare structure per route. The STA, through a contract with

FAST, is responsible for authorizing modifications to fares or service for both Routes 30 and 90. Adjustments to FAST for Routes 20 and 40 are covered under the Intercity Transit Funding agreement and FAST is required to notify the funding partners, including STA, but not necessarily seek their concurrence.

### **Proposal Summary**

Besides the shift from zone fares to route fares, other significant changes include:

1. New youth discount fare category – persons between the ages of 6 and 18 receive discounts off the adult cash fare: \$0.25 local fare discount, \$0.75 intercity short distance fare discount, \$1.00 intercity long distance fare discount.
2. Establishing a short distance cash fare distinct from the regular fares recognized by CLIPPER© on Route 30 and Route 40.

Attachments B provide the details of the FAST Fare Proposal and includes the current fare structure and the proposed new fare structure. Currently, the FAST zone fare structure allows passengers to transfer free between intercity routes if they have paid the appropriate zone fare or have a pass for the longest leg of the trip. With CLIPPER©, the passenger will need to pay a fare every time they board a bus, but the fare on the second route will be reduced by a transfer credit of \$1.75. There will be separate 31-day passes for each intercity route, but holders of 31-day passes for the more expensive route can transfer to a less expensive route without charge and holders of a pass for the less expensive route can transfer to the more expensive route by paying the difference in the regular one-way fare.

### **Ridership and Revenue Impacts**

According to FAST, the range of the impacts of the fare proposal on FAST bus ridership is estimated to reduce system-wide ridership about 5% with intercity bus ridership decreasing 3% to 9% and local bus ridership decreasing 2% to 4%.

### **STA Staff Analysis**

The FAST fare proposal makes some initial steps to increase needed fare revenue to the system and to improve the fare structure. For example, the following improvements are included with this proposal:

- Youth discounts introduced
- CLIPPER© integration is provided for the longer routes
- Overall fare revenue is estimated to increase

After the public workshops, FAST may want to adjust the following elements of the proposal or provide more details when they bring the proposed fare changes back for STA Board consideration in February:

- Some of the proposed fares are significantly higher than the existing fares. Although the fare increases are intended to make up for the years where no fare increase was implemented, more gradual adjustments may be desirable. A more gradual fare increase consistent with an index such as CPI, over time, either annually or every two years should be considered. It is recommended the fare policy adopted by the STA Board of Directors and Fairfield City Council should include a schedule of fare changes over the next 3-5 years for the four SolanoExpress routes operated by FAST.
- The proposed fare structure needs to be considered in light of any proposed parking fee. FAST has indicated that a future parking fee at Fairfield Transportation Center will be implemented as early as next year.

- Consider introducing a Day Pass for SolanoExpress in the future.
- Proposal should accommodate as much Clipper usage as feasible for the four SolanoExpress routes.

At the STA Board meeting of January 8, 2014, FAST staff will provide a presentation outlining the basis for proposed fare adjustments to SolanoExpress Routes 20, 30, 40, and 90. FAST staff is requesting authorization by the STA Board to hold public hearings in late January 2014 to notify the public regarding proposed fare changes to these four SolanoExpress routes in conjunction with proposed fare changes for local FAST service in Fairfield and Suisun City.

FAST staff is proposing to return to the STA Board on February 12, 2014 with recommendations to adjust the fare for the four SolanoExpress routes after receiving public comments. Adjustments to the fares for the local FAST routes will be made by the Fairfield City Council.

**Fiscal Impact:**

In FAST's Short Range Transit Plan (SRTP), the operating budget identifies that FAST will need to address an annual operating revenue of \$600,000 starting fiscal year 2013-14. This revenue assumption was based on a combination of contract savings, parking fees, and a proposed fare increase. Intercity route fare increases are shared with partners to the Intercity Funding Agreement. The contributions of the funding partners are based on operating estimates, but are reconciled to actual costs once they become available, so any changes in contribution due relative to the proposed fare changes are uncertain at this time.

**Recommendation:**

Approve the following:

1. Authorize Fairfield and Suisun Transit to conduct a public outreach process to receive feedback and comments concerning the proposed fare increase on the SolanoExpress Routes 20, 30, 40, and 90; and
2. Request FAST provide a summary of public comments and present a fare adjustment proposed for consideration by the STA Board on February 12, 2014.

Attachments:

- A. FAST's Fare Proposal for SolanoExpress Intercity Routes
- B. FAST Proposed Fares

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**FAST 's Fare Proposal for SolanoExpress Intercity Routes**

One Way Fare		Proposed			
Zone	Existing	Route 20	Route 30	Route 40	Route 90
+ 1	\$ 2.75	\$ 3.25	\$ 3.25	\$ 3.25	
+ 2	\$ 3.75		\$ 3.25	\$ 3.25	
+ 3	\$ 4.75		\$ 5.75	\$ 3.25	
+ 4	\$ 5.75		\$ 5.75	\$ 5.75	\$ 6.50
+ 5	\$ 6.75			\$ 5.75	

Monthly Pass		Proposed			
Zone	Existing	Route 20	Route 30	Route 40	Route 90
+ 1	\$ 70.00	\$ 75.00	\$ 75.00	\$ 75.00	
+ 2	\$ 90.00		\$ 75.00	\$ 75.00	
+ 3	\$ 110.00		\$ 132.00	\$ 75.00	
+ 4	\$ 130.00		\$ 132.00	\$ 132.00	\$ 150.00
+ 5	\$ 150.00			\$ 132.00	

Clipper Compatible

Route 20 \$3.25	Route 30 S \$3.25	Route 30 \$5.75	Route 40 S \$3.25	Route 40 \$5.75	Route 90 \$6.50
FF-VV	FF-VV	FF-Sac	VV-FF	VV-BART	FF-BART
	FF-DX	VV-Sac	VV-BN	FF-BART	
	VV-DX	FF-UCD	FF-BN		
	VV-UCD		BN-BART		
	DX-UCD				
	DX-Sac				

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Attachment B

CURRENT FAST BUS PASSES AND FARES								
ZONES	TAFB	Fairfield/ Suisun	Vacaville	Dixon	UC Davis	Sacramen to	Benicia	BART*
TAFB	Local	Local	+1	+2	+3	+4	+2	+4
Fairfield/ Suisun	Local	Local	+1	+2	+3	+4	+2	+4
Vacaville	+1	+1		+1	+2	+3	+3	+5
Dixon	+2	+2	+1		+1	+2	+5	+5
UC Davis	+3	+3	+2	+1		+1	+5	+5
Sacramen to	+4	+4	+3	+2	+1		+5	+5
Benicia	+2	+2	+3	+5	+5	+5		+2
BART*	+4	+4	+5	+5	+5	+5	+2	

*\*Pleasant Hill, Walnut Creek, El Cerrito del Norte*

BUS PASSES	REGULAR FARE	SDM FARE	31-DAY PASS	SDM 31-DAY PASS	10-RIDE PASS
TAFB	\$1.50	\$0.75			
Local	\$1.50	\$0.75	\$50.00	\$25.00	\$15.00
+1	\$2.75	\$1.25	\$70.00	\$35.00	\$27.50
+2	\$3.75	\$1.75	\$90.00	\$45.00	\$37.50
+3	\$4.75	\$2.25	\$110.00	\$55.00	\$47.50
+4	\$5.75	\$2.75	\$130.00	\$65.00	\$57.50
+5	\$6.75	\$3.25	\$150.00	\$75.00	\$67.50

To purchase a Senior / Disabled / Medicare (SDM) pass, you must show one of the following:

- Medicare card (not Medi-Cal card)\*
- DART card\*
- ADA photo ID card from any agency
- Regional Transit Connection Discount Card
- DMV disabled person placard identification card/receipt\*
- Proof of age 65 or older\*

**\*Must Show Photo Identification**

# Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2014/2015							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (\$DM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (\$DM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.25	\$ 2.50	\$ 1.60	SolanoExpress 20	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 30	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 30	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 30 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 30 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 40	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 40	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 40 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 40 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 90	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 90	\$ 150.00	\$ 127.00	\$ 75.00

\*These Short Hop Fares are not available on CLIPPER

## NOTES

1. New youth fares provide youth with \$0.25 discount for rides on Local Routes (So no increase in first year).
2. New youth fares provide youth with \$0.75 discount for rides on Routes 20, 30 S, and 40 S.
3. New youth fares provide youth with \$1.00 discount for longer rides on Routes 30, 40, and 90.
4. Senior/Disabled/Medicare (SDM) fares are set to not exceed 50% of regular adult fares.
5. The Local Fare increase of \$0.25 is first since 2006.
6. Solano Express fares have not been increased since 2009
7. CLIPPER will only recognize one fare structure per route, so paper passes will be available for shorter rides on Routes 30 and 40. These Short Hop Fares are shown in the Fare Table as Routes 30 S and 40 S.
8. Short Hop Fares apply to each ride between cities in Solano County.
9. Short Hop Fares also apply to rides between Vacaville, Dixon and UC Davis.
10. Short Hop Fares also apply to rides between UC Davis, Dixon and Sacramento.
11. Short Hop Fares also apply to rides between Benicia, Pleasant Hill BART, and Walnut Creek BART.
12. Full fares apply on Route 30 only for trips between Fairfield and UC Davis; between Fairfield and Sacramento; and between Vacaville and Sacramento.
13. Full fares apply on Route 40 only for trips between Fairfield or Vacaville and BART.
14. Adult Fares increased by \$0.50 on Route 20 and \$0.75 on Route 90.
15. 31 Day Passes for Adults increased by \$5.00 on Route 20 and \$20.00 on Route 90.
16. Adult Fares on Routes 30 and 40 previously ranged from \$2.75 to \$6.75. Dropping the zone fare structure means fares for some trips will increase or decrease. Short Hop fares designed to reduce impacts from the change.
17. Cost changes for 31 Day Adult Passes on other Solano Express routes depend on distance traveled and whether a transfer is required. Impacts on pass holders generally reduced because transfers to less expensive routes are covered by the pass from the more expensive route. With a 31 Day pass from a less expensive route, a rider will only need to pay the difference in one-way fare to ride more expensive route.
18. With new fare structure, a fare must be paid each time a bus is boarded, but a transfer credit equal to the local fare will be subtracted from the the second and subsequent fares.

## Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2015/2016							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.35	\$ 2.60	\$ 1.65	SolanoExpress 20	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 30	\$ 5.90	\$ 4.90	\$ 2.95	SolanoExpress 30	\$ 142.00	\$ 118.00	\$ 71.00
*SolanoExpress 30 S	\$ 3.35	\$ 2.60	\$ 1.65	*SolanoExpress 30 S	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 40	\$ 5.90	\$ 4.90	\$ 2.95	SolanoExpress 40	\$ 142.00	\$ 118.00	\$ 71.00
*SolanoExpress 40 S	\$ 3.35	\$ 2.60	\$ 1.65	*SolanoExpress 40 S	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 90	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 90	\$ 160.00	\$ 137.00	\$ 80.00

\*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2016/2017							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.45	\$ 2.70	\$ 1.70	SolanoExpress 20	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 30	\$ 6.10	\$ 5.10	\$ 3.05	SolanoExpress 30	\$ 152.00	\$ 128.00	\$ 76.00
*SolanoExpress 30 S	\$ 3.45	\$ 2.70	\$ 1.70	*SolanoExpress 30 S	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 40	\$ 6.10	\$ 5.10	\$ 3.05	SolanoExpress 40	\$ 152.00	\$ 128.00	\$ 76.00
*SolanoExpress 40 S	\$ 3.45	\$ 2.70	\$ 1.70	*SolanoExpress 40 S	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 90	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 90	\$ 172.00	\$ 148.00	\$ 86.00

\*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2017/2018							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.55	\$ 2.80	\$ 1.75	SolanoExpress 20	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 30	\$ 6.30	\$ 5.30	\$ 3.15	SolanoExpress 30	\$ 164.00	\$ 138.00	\$ 82.00
*SolanoExpress 30 S	\$ 3.55	\$ 2.80	\$ 1.75	*SolanoExpress 30 S	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 40	\$ 6.30	\$ 5.30	\$ 3.15	SolanoExpress 40	\$ 164.00	\$ 138.00	\$ 82.00
*SolanoExpress 40 S	\$ 3.55	\$ 2.80	\$ 1.75	*SolanoExpress 40 S	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 90	\$ 7.10	\$ 6.10	\$ 3.55	SolanoExpress 90	\$ 186.00	\$ 159.00	\$ 93.00

\*These Super Local Fares are not available on CLIPPER

## Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2018/2019							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.65	\$ 2.90	\$ 1.80	SolanoExpress 20	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 30	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 30	\$ 176.00	\$ 149.00	\$ 88.00
*SolanoExpress 30 S	\$ 3.65	\$ 2.90	\$ 1.80	*SolanoExpress 30 S	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 40	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 40	\$ 176.00	\$ 149.00	\$ 88.00
*SolanoExpress 40 S	\$ 3.65	\$ 2.90	\$ 1.80	*SolanoExpress 40 S	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 90	\$ 7.30	\$ 6.30	\$ 3.65	SolanoExpress 90	\$ 198.00	\$ 170.00	\$ 99.00

\*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2019/2020							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.80	\$ 3.05	\$ 1.90	SolanoExpress 20	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 30	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 30	\$ 188.00	\$ 160.00	\$ 94.00
*SolanoExpress 30 S	\$ 3.80	\$ 3.05	\$ 1.90	*SolanoExpress 30 S	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 40	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 40	\$ 188.00	\$ 160.00	\$ 94.00
*SolanoExpress 40 S	\$ 3.80	\$ 3.05	\$ 1.90	*SolanoExpress 40 S	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 90	\$ 7.50	\$ 6.50	\$ 3.75	SolanoExpress 90	\$ 212.00	\$ 182.00	\$ 106.00

\*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2020/2021							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.25	\$ 2.00	\$ 1.10	FAST Local	\$ 76.00	\$ 66.00	\$ 36.00
SolanoExpress 20	\$ 3.90	\$ 3.15	\$ 1.95	SolanoExpress 20	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 30	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 30	\$ 200.00	\$ 171.00	\$ 100.00
*SolanoExpress 30 S	\$ 3.90	\$ 3.15	\$ 1.95	*SolanoExpress 30 S	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 40	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 40	\$ 200.00	\$ 171.00	\$ 100.00
*SolanoExpress 40 S	\$ 3.90	\$ 3.15	\$ 1.95	*SolanoExpress 40 S	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 90	\$ 7.75	\$ 6.75	\$ 3.85	SolanoExpress 90	\$ 226.00	\$ 196.00	\$ 113.00

\*These Super Local Fares are not available on CLIPPER



DATE: December 19, 2013  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2014 Legislative Priorities and Platform

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. 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 Platform 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. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2014 Legislative Platform and Priorities at their 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).

The Draft 2014 Legislative Platform and Priorities was approved by the TAC and Consortium to be forwarded 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 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:**

Authorize the Executive Director to distribute the STA's Draft 2014 Legislative Priorities Platform for review and comment.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- 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

December 18, 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**

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Our December report identified the current status of bills of interest to the Solano Transportation Authority's Board. The Legislature has been in recess since September 13 and as a result, the update provided in our December report has not changed. The Legislature is scheduled to reconvene the second year of the two-year session on January 6, 2014.

Also in our last report, we provided an update on efforts to increase funding for transportation, including the use of Cap and Trade revenues and the potential California Road Repairs Act which could be introduced as a ballot measure in 2014. There have been new developments since December that we report on here.

**Senate Considers Transportation Funding Needs**

On December 16, the Senate Budget Subcommittee responsible for transportation, Chaired by Senator Jim Beall, held an informational hearing entitled, "More Than a Pothole: California's Growing Road Repairs Deficit," to hear comment on the growing gap between highway maintenance and available funding. California State Transportation Agency Secretary Brian Kelly provided an overview of the aging system and focused on five critical elements to the state's transportation future – preservation, innovation, integration, reform, and funding. These five elements will be at the center of Secretary Kelly's California Transportation Infrastructure Priorities report due out in early 2014 (see next page for more details). Secretary Kelly went on to acknowledge that several funding conversations will be had in the new year, including discussions on Cap and Trade, lower voter thresholds, and the possibility of a fee on vehicle-miles traveled.

Other speakers of note in attendance included Andre Boutros, California Transportation Commission; Will Kempton, Transportation California; and Steve Heminger, Metropolitan Transportation Commission. These presenters focused primarily on illustrating the funding discrepancy, as well as the need to prioritize future investments, fund more sustainable systems, and identify new funding sources.

### **California Transportation Infrastructure Priorities (CTIP) Progress**

On December 18, California State Transportation Agency (CalSTA) Secretary Brian Kelly briefed us and his CTIP working group members on the results of the yearlong effort and the work-in-progress draft recommendations for Governor Brown's consideration.

In the January 2013-14 State Budget, the Governor directed CalSTA to assemble recommendations that achieve the following:

- Refine the Statewide Transportation Needs Assessment;
- Explore long-term, pay-as-you-go funding options; and,
- Evaluate the most appropriate level of government to deliver high-priority investments to meet the State's infrastructure needs.

While CalSTA is expected to deliver a final stand-alone report containing the details, we also suspect that many of the elements may find their way into Governor Brown's proposed 2014-15 State Budget, due to be unveiled January 10, 2014.

Noting that California has entered into a period of greater expectations for the state's transportation network, Secretary Kelly outlined a new vision for transportation, which includes the following:

- Provision of safe and efficient mobility to California's citizens through a multi-modal system;
- Availability of fast, clean and efficient alternatives to vehicular traffic, contributing to the state's sustainability goals; and,
- Integration and modernization of various modes into one seamless transportation system.

In order to deliver this new vision, the state and transportation stakeholders must meet three simultaneous core objectives: mobility, safety, and sustainability. The Secretary noted that the California Department of Transportation (Caltrans) has historically done a superb job of delivering on the first two objectives; however, in a post-SB 375 world, in which the leadership on sustainability has been all but ceded to the regions, the Secretary noted a struggle to identify the proper role for the state on this objective. He specifically noted the lack of attention at the regional level to interregional mobility needs. He reiterated California must face the fact that it does not offer enough good, clean, fast alternatives to vehicular traffic, and we will not be able to meet our sustainability goals unless we do.

While a formal set of draft recommendations is still forthcoming (anticipated sometime in January), the Secretary outlined five categories of recommendations as well as the anticipated timing for implementation (including both short- and long-term recommendations). Categories include:

- Preservation;
- Innovation;
- Integration;
- Reform; and,
- Funding.

Short-term recommendations will likely include some combination of the following:

- Proposing investments of Cap and Trade funds into several clean-transportation categories, including High-Speed Rail and regional rail connectivity projects (“rail modernization”); livable communities/ SB 375 plan implementation; Active Transportation Program projects; and, clean, smart roadway investments (i.e. ITS projects).
- Taking advantage of the projected General Fund budget surplus, an accelerated repayment schedule from prior transportation bond loans.
- Exhausting the remaining Proposition 1B appropriation levels, totaling about \$953 million (of which about \$800 million is for transit capital projects funded from the Public Transportation Modernization, Improvement, and Service Enhancement Account program); the Administration would also recommend about \$113 million in prior Prop. 1B allocation construction savings as reinvestments in new projects.
- Implementing reforms, such as in the Secretary’s Smart State Transportation Initiative effort which could lead to specific Caltrans-related proposals in the budget.

Longer term recommendations potentially include reduced voter thresholds for locally enacted taxes and bonds for special purposes; assessment of a potential mileage-based user fee; pricing of transportation assets; and, addressing freight and goods movement needs.

In closing, the Secretary noted that while we made good progress in 2013, there is much work still to be done and he will continue to convene the CTIP Workgroup into 2014.

### **Cap and Trade**

As we discussed in our last report, and as noted above, Cap and Trade revenues will likely be allocated as part of the 2014-15 Budget Act and the discussion will intensify once the Governor’s budget is released on January 10. 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.

### **California Road Repairs Act**

Additionally, 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. 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.

We will work with Authority staff and the Board to position the STA in the negotiations over these transportation funding 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

December 19, 2013

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

During the month of December we monitored developments in Washington regarding fiscal year 2014 funding, implementation of MAP-21 and reauthorization of MAP-21. We also maintained contact with the City of Vallejo regarding the status of the agreement with the Postal Service to relocate the downtown postal facility.

**Fiscal Year 2014 Appropriations**

The House and Senate reached agreement on a budget for fiscal years 2014 and 2015. Under the agreement, federal spending for fiscal year 2014 would be \$1.01 trillion, which is about \$45 billion higher than fiscal year 2013 spending. The increased spending was offset by increased revenue from higher airline security fees, changes to pension benefits for federal workers and military retirees, and elimination of certain tax benefits for the gas and oil industry. The plan is estimated to reduce the deficit by \$20 billion to \$23 billion over the next 10 years and does not include entitlement or tax reform.

On December 18, the Senate passed the budget agreement by a vote of 64 to 36. The House passed the budget on December 12 by a vote of 332 to 94. The President is expected to sign the bill.

The House and Senate Appropriations Committees now must work on completing an omnibus appropriations bill for fiscal year 2014 before the current continuing resolution expires on January 15. The Appropriations Committee Leadership has indicated that they hope to move an omnibus spending measure that incorporates all 12 of the annual appropriations bills before the deadline. If individual bills are left out of the omnibus, those items will be funded by a continuing resolution. If no agreement is reached, Congress may adopt a continuing resolution at the level established by the compromise, which would fund all existing discretionary programs, including the TIGER grant program. While the Budget Committee has not yet announced how it will allocate fiscal year 2014 funding among the appropriations subcommittees, the budget agreement may result in slightly higher funding levels for transportation programs.

Because of the fallout surrounding the government shutdown in September, Congress is likely to adopt temporary continuing resolutions if the fiscal year 2014 spending bill is not enacted by the

Solano Transportation Authority  
<December 19, 2013>  
Page 2

January 15 deadline. Any attempt by fiscal conservatives to reduce federal spending and reign in the deficit are more likely to occur when Congress considers the next increase to the debt ceiling in February or March 2014.

### **Transit Commuter Benefits**

On December 19, Senate Republicans blocked an effort by the Democratic Leadership to pass a bill that would have extended a number of tax credits and deductions for 2014, including the transit commuter benefit. The bill would have continued the \$245/month tax benefit for public transportation expenses. Without the extension, the benefit will be reduced to \$130 a month beginning on January 1. The American Public Transportation Association (APTA) estimated that the increase could cost transit commuters, and especially those with longer commutes up to \$1,380 a year.

The effort to pass the tax extenders was largely symbolic, since the House has adjourned for the year. Congress likely will consider a bill to renew tax credits early next year. Without an extension, many popular tax deductions will not be available for the 2014 tax year, including the Research and Development tax credit, the renewable energy production tax credit and deductions for state and local sales taxes and private mortgage insurance premiums.

Congress has routinely passed legislation to retroactively apply the deductions after they have expired. Transit agencies will seek a permanent extension as well as parity with the parking benefit, which was as high as \$617 a year for commuters in the 39.6% tax bracket.

### **Legislation Introduced**

On December 4, Rep. Earl Blumenauer (D-OR) introduced bills to double the gasoline tax and create a vehicle-miles-traveled pilot program. *The Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act*, H.R. 3636, would phase in a 15 cent per gallon tax increase over the next three years on gasoline and diesel, increasing the federal tax to 33.4 cents per gallon. The U.S. Chamber of Commerce, National AFL-CIO, AAA, American Trucking Association, and the American Public Transportation Association have endorsed the bill. The bill has no cosponsors and no immediate action is anticipated due to opposition within Congress and the Administration to raising the gas tax. *The Road Usage Fee Pilot Program Act*, (H.R. 3638) would establish larger-scale pilot projects to test implementation of a vehicle- miles-traveled (VMT) system, including appropriate revenue collection mechanisms, and other potential applications. Both bills were referred to the House Ways and Means Committee.



# Solano Transportation Authority Draft 2014 Legislative Priorities and Platform

(For Consideration by STA Board January 2014)

12/19/2013 2:31 PM



Solano Transportation Authority  
... working for you!

## 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 21~~
- ~~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

## **Solano Transportation Authority** **2013 Legislative Priorities and Platform**

(Amended by the STA Board 03/13/13)

- 
- 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
    - 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)

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##### Cap and Trade

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

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##### Freight/Goods Movement

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

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##### ● ITIP

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

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##### ● 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

**Solano Transportation Authority**  
**2013 Legislative Priorities and Platform**

*(Amended by the STA Board 03/13/13)*

**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.
  - ~~e)~~ 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.

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## IX. Safety

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

## X. Transit

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



# Solano Transportation Authority Draft 2014 Legislative Priorities and Platform

(For Consideration by STA Board January 2014)

12/19/2013 2:29 PM

## PROJECTS AND FUNDING PRIORITIES

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

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### 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

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### 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)

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## 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)

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### Cap and Trade

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

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### Freight/Goods Movement

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

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### ITIP

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

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### RTIP

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

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### 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: January 3, 2014  
TO: STA Board  
FROM: Sofia Recalde, Associate Planner  
RE: Bicycle Project List Discussion and Prioritization

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**Background:**

The Solano Transportation Authority (STA) administers the Solano 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 seven cities and Solano County. 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 STA's sponsored prioritization and update process, the 7 Cities and County have been successful in delivering a number of 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>Ulatis 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 a new list of priority bicycle 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 Driftwood Drive</i> <i>Class I Bike Path on Lotz Way</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>

Working with the BAC, 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:

<b>Tier 1</b>	<i>Vanden Road</i> <i>Pleasants Valley Road</i>
<b>Tier 2</b>	<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 Driftwood Drive at Crystal Middle School</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.

At the November 7 meeting, 2013 BAC meeting, City and County staff presented the top tiered projects to the BAC members. Based on the information provided, the BAC modified the recommendation and revised the Tiered Projects List as follows (changes in ***bold italics***):

<b>Tier 1</b>	<i>Vanden Road (Jepson Parkway)</i> <i>Pleasants Valley Road</i> <b><i>Suisun City: Class I Path on Driftwood at Crystal Middle School</i></b> <b><i>Solano County: Suisun Valley Farm to Market</i></b>
<b>Tier 2</b>	<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> <b><i>Suisun City: Class I Path on Driftwood at Crystal Middle School</i></b> <i>Vacaville: Ulatis Creek Bike/Ped Path</i> <i>Vallejo: Georgia Street Improvements</i> <b><i>Solano County: Suisun Valley Farm to Market</i></b>

STA staff is recommending that the STA Board adopt the Bicycle Priority Projects List (Attachment A) and the Bicycle Priority Projects Tiered List (Attachment B).

**Recommendation:**

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 (11/5/13)
- B. Bicycle Priority Project Tiered List (11/5/13)

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## Bicycle Priority Projects

(Approved by BAC on 11/05/13)

	Project Scope	Estimated Cost	Shortfall	Met with Agency Staff
<b>Benicia</b>				
<i>Park Road - Benicia Bridge to Industrial Way</i>	Class III Bike Route - Repave 1.5 miles and install regional bike route signage on Park Road.	TBD		Yes
<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		
<b>Dixon</b>				
<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		
<b>Fairfield</b>				
<i>Vanden Road - Peabody Road to Leisure Town Road</i>	Class II Bike lanes on Vanden.	TBD		Yes
<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		
<b>Rio Vista</b>				
<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 Loop: 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		
<b>Suisun City</b>				
<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		
<b>Vacaville</b>				
				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		
<b>Vacaville Continued</b>				<b>Yes</b>
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		
<b>Vallejo</b>				<b>No</b>
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		
<b>Solano County</b>				<b>Yes</b>
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

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DATE: January 3, 2014  
TO: STA Board  
FROM: Sofia Recalde, Associate Planner  
RE: Pedestrian Project List Discussion and Prioritization

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**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.

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

<b>Tier 1</b>	<i>Suisun Valley Farm to Market Downtown Vallejo Streetscape Improvement Project</i>
<b>Tier 2</b>	<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***):

<b>Tier 1</b>	<i>Suisun Valley Farm to Market</i> <i>Downtown Vallejo Streetscape Improvement Project</i> <b><i>Rio Vista: Waterfront Promenade</i></b> <b><i>Dixon Safe Routes to School Enhancements-CA Jacobs Intermediate</i></b>
<b>Tier 2</b>	<i>Benicia: Safe Routes to School Enhancements—Robert Semple Elementary</i> <del><b><i>Dixon: Safe Routes to School Enhancements—CA Jacobs Intermediate</i></b></del> <i>Fairfield: West Texas Street Gateway</i> <b><i>Rio Vista: Waterfront Promenade</i></b> <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 STA Board adopt both the Pedestrian Projects List (Attachment A) and the Pedestrian Priority Projects Tiered List (Attachment B).

**Recommendation:**

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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<b>Pedestrian Priority Projects</b>				
10/11/2013				
<b>Project Scope</b>		<b>Estimated Full Project Cost</b>	<b>Shortfall</b>	<b>Notes</b>
<b>Benicia</b>				
<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
<b>Dixon</b>				
<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
<b>Fairfield</b>				
<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>	<i>Connections to STA's Jepson Parkway Concept Plan segments.</i>	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: January 2, 2014  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Selection of 2014 STA Chair and Vice Chair

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**Background:**

The STA policy for selection of Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent of this policy being to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianesse and Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair.

In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA's Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member, either the past chair or a Board member, scheduled to serve as Chair following the new Vice-Chair. In recent years, the STA Chair has opted to include Solano County's representative to the Metropolitan Transportation Commission (MTC), Supervisor Jim Sperring, on the Committee due to the increasing important role MTC plans on funding transportation projects and programs. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board. The selection of the STA's Executive Committee remains at the discretion of the new STA Chair.

On September 12, 2007, the STA Board approved modifying the schedule for the rotation of the selection of Chair and Vice-Chair for 2008 based on the departure of STA's then Chair and Vice-Chair (Anthony Intintoli and Steve Messina), two months prior to the completion of their terms.

**Discussion:**

The current STA Chair is City of Vacaville Mayor Steve Hardy and the current Vice-Chair is City of Vallejo Mayor Osby Davis. Listed below is the revised schedule for rotation of STA Chair based on STA Board policy:

<u>Year</u>	<u>Agency</u>
2014	Vallejo
2015	Benicia
2016	Rio Vista
2017	Solano County
2018	Suisun City
2019	Fairfield
2020	Dixon
2021	Vacaville

Following the Board Selection of 2014 Chair and Vice-Chair at the January 8, 2014 meeting, the new Chair is then responsible for designating the Executive Committee for 2014 in preparation for the February 12, 2014 STA Board meeting.

**Recommendation:**

Approve the following:

1. Selection of the STA Chair for 2014 commencing with the STA Board Meeting of February 12, 2014;
2. Selection of the STA Vice-Chair for 2014 commencing with the STA Board Meeting of February 12, 2014; and
3. Request the new Chair designate the STA Executive Committee for 2014.



DATE: December 26, 2013  
TO: STA Board  
FROM: Robert Guerrero, Project Manager  
RE: STA Regional Transportation Impact Fee (RTIF) Implementation

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**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 2013, 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. On December 3<sup>rd</sup>, The County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF.

**Discussion:**

Collection of the County PFF is expected to begin in February 2014, 60 days after it's adoption. STA is scheduling individual meetings with the RTIF Working Groups in January to discuss policy recommendations for RTIF revenues and to start developing project schedules and expenditure plans. The RTIF Working Groups are directly related to the construction packages included in Attachment A and consist of technical staff from each agency. The policy recommendations from the Working Groups will be further discussed at the RTIF Steering Committee of its next meeting scheduled for February 12, 2014.. This will be followed by the STA Board for approval in February. Key policy recommendation considerations include:

1. Fee collection and tracking
2. Auditing and reporting
3. RTIF Project prioritization
4. Policies for shifting and/or loaning of funds between working groups
5. Decision-making processes within and between RTIF Working Groups, and the STA Board.

Concurrently, STA staff will coordinate with Fehr and Peers consultants to update RTIF revenue estimates. The revenue estimates will be based on projected growth in specific geographic zones or districts associated with each RTIF Construction Package, as specified in Attachment A. The revenue estimates will also be presented at the upcoming Working Group Meetings.

The STA SolanoExpress Transit Consortium and Technical Advisory Committee were updated by STA staff on this item at their December 17<sup>th</sup> and 18<sup>th</sup> meetings, respectively.

**Fiscal Impact:**

No impact to the STA Budget at this time.

**Recommendation:**

Informational.

Attachment:

- A. Regional Traffic Impact Fee Implementation Packages

## Regional Traffic Impact Fee Implementation Packages

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

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DATE: December 26, 2013  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: MTC's Adopted Regional Cap and Trade Program

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**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. Currently, coalition leaders are working with high level staff at the California 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 was 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. At the request of the CMAs, MTC Staff included \$25 million. It has also proposed \$25 million be dedicated to the Safe Routes to School Program to be allocated based on school enrollment as part of Climate Initiative Category. 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.

On December 18<sup>th</sup>, MTC's Commission met and adopted the Bay Area's Cap and Trade funding framework with an amendment to the November 13<sup>th</sup> Draft Cap and Trade proposal. This included shifting \$50 million from the Climate Initiative to partially fund VTA's BART car replacement request. After much discussion and testimony, the Commission voted 16 in favor, one against with one abstention. It is anticipated that the specifics of the five Cap and Trade categories will be brought back for discussion over the next few months. The amount of the Cap and Trade funding to be available in future years to the regions is still uncertain and any significant Cap and Trade funds are not anticipated until 2015.

**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
- C. MTC Draft Cap and Trade funding framework – December 18, 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.

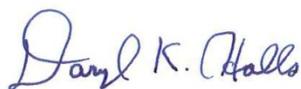
*STA Letter to Mary Nichols, Chair, California Air Resources Board dated: March 8, 2013  
RE: ARB 2013 Investment Plan for Cap-and-Trade Auction Proceeds*

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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

J:\COMMITTEE\PAC\2013 PAC Meetings\11\_Nov'13\_PAC\3ai\_CapandTradeArchitecture.docx

## **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."<sup>1</sup> 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.<sup>2</sup>

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

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<sup>1</sup> See "Summary of Major Revisions to Draft Plan Bay Area," amendment 48, available at [http://www.mtc.ca.gov/planning/plan\\_bay\\_area/](http://www.mtc.ca.gov/planning/plan_bay_area/).

<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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 spring<sup>5</sup> 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

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

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

<sup>5</sup> Available at [http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final\\_investment\\_plan.pdf](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.”<sup>6</sup> 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**

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<sup>6</sup> See “Summary of Major Revisions to Draft Plan Bay Area,” amendment 69, available at [http://www.mtc.ca.gov/planning/plan\\_bay\\_area/](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 18, 2013  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: Local Project Delivery Update

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**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, 2013 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 1<sup>st</sup> and the obligation deadline of April 30<sup>th</sup>. 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 1<sup>st</sup> of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30<sup>th</sup> 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 by the STA Board in May 2013.

In addition to approved project delivery schedules, project sponsors are 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. 7STA 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 need to consider reprogramming OBAG funds to unfunded 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

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

<b>Sponsor</b>	<b>Tier 2 projects</b>
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

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

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)

Attachment B

Approved OBAG Projects (2012/13 to 2017/18)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)			Construction	Shortfall	Status	Next Steps
					Environmental	Design	Right-of-Way				
Benicia	SOL130008	East 2nd Street	OBAG STP (LS&R)	2015			\$ 495	\$ -	PE	CON RFA Feb 2015	
Benicia	SOL130009	Benicia SR25 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 SR25 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 SR25 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 SR25 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 & Stsape McCellan-Depot	OBAG CMAQ	2015	\$ 150		\$ 350		PE	PE RFA Feb 2014	
Vacaville	SOL130016	Vacaville SR25 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 SR25 Program	OBAG Regional SR25	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 / S/NCI 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 SR25 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)	
<b>*GRAND TOTAL</b>					\$ 523	\$ -	\$ 46	\$ 17,621	\$ -		
					<b>\$18,190</b>						

Total Available Project Funding (Prior Years to 2014/15)											
Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Preliminary Engineering (PE)			Construction	Shortfall	Status	Next Steps
					Environmental	Design	Right-of-Way				
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, CMA, 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

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	NAP010008	SR 12 (Jamson Canyon Road) Widening	CMA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	Opening 2014	
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	Ongoing	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Ongoing	
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	Ongoing	
<b>*GRAND TOTAL</b>					\$ 52,158	\$ 35,055	\$ 55,770	\$ 294,197	\$ 401,559			
					<b>\$437,180</b>							

\* 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	
<b>*GRAND TOTAL</b>					\$ 266	\$ 5,995	\$ 9,180	\$ 64,758	\$ -			
					<b>\$80,199</b>							

<b>METROPOLITAN TRANSPORTATION COMMISSION</b> <b>TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b> <b>Tentative 2013 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline</b> <b>as of December 3, 2013</b>							
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](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

J:\COMMITTEE\Partnership\Partnership TAC\2013 PTAC\13 PTAC Memos\04\_PTAC Nov 18 13\07\_0\_RES-3606-Revised Project Delivery Policy Memo 12-05-13.doc

**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 21<sup>st</sup> 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.

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**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.

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### **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.

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**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.

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### **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.~~

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**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.~~

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- **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.

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**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.

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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.

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**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.**

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~~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.~~

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**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.**

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- **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.

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**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.

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- **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.

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**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.~~

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- **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 23, 2013  
TO: STA Board  
FROM: Anthony Adams, Transit Mobility Coordinator  
RE: Mobility Management Program Update

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**Background:**

The Solano County Mobility Management Program is a culmination of 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 18<sup>th</sup>. STA staff is making suggested changes and expects to release the revised Solano Mobility Transportation Guide in early 2014.

***Countywide Travel Training***

The Travel Training Request for Proposal (RFP) was approved by Caltrans and was released by STA in early December 2013. Proposals are due to the STA 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 Website Request for Proposal (RFP) was approved by Caltrans and was released in early December 2013. Proposals are due to the STA 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 Mobility Management One-Stop Call Center was approved to be implemented as a 3-year pilot program. The call center will be a modification and expansion of the existing Solano/Napa Commuter Information (SNCI) call center. STA staff is targeting the new Mobility Management Call Center to be up and running by July 2014.

**Recommendation:**

Informational.



DATE: December 19, 2013  
TO: STA Board  
FROM: Paulette Cooper, SNCI Commute Consultant  
RE: Regional Vanpool Campaign

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**Background:**

Solano Napa Commuter Information (SNCI) is a program of Solano Transportation Authority that provides rideshare services to Solano and Napa Counties' Commuters through employers and uses general marketing to spread the word about commute alternatives. Staff provides hands-on assistance through follow-up calls to Rideshare Service registrants and vanpool drivers, as well as trip planning for transit riders. Various incentives to encourage the use of transit and ridesharing are provided, including incentives for new vanpools and an Emergency Ride Home program for Solano employers start up.

There are currently 237 vanpools that travel to, from or through Solano and Napa Counties, which carry nearly 2,600 people daily. SNCI collaborates with 511 Rideshare in marketing and providing support to vanpools.

**Discussion:**

A month-long Regional Vanpool Campaign will be launched February 1, 2014. SNCI will participate in this campaign, along with 511 Rideshare (region-wide), 511 Contra Costa (Contra Costa County) and the Peninsula Traffic Congestion Alliance (San Mateo County). The purpose of this campaign is to 1) create new vanpools, 2) fill empty seats in existing vanpools, 3) recognize the current vanpool participants, and 4) bring awareness of the benefits of commuting in a vanpool to the general community. Elements of this campaign include: a free test ride in a vanpool, a drawing for passengers in new vanpools formed, a vanpool race, meet and greet opportunities at park & ride lots, thank you certificates to current vanpool drivers, and the best vanpool story.

Staff is currently contacting individuals who are interested in starting a new vanpool or taking the free test ride in an existing vanpool. They are encouraging the numerous owner-operator vanpool drivers to offer their empty seats as a way to increase ridership in vanpools from Solano County.

SNCI wants to highlight the benefits of vanpooling and using the High Occupancy Vehicle (HOV) lanes from Solano County by participating in the Vanpool Race. A vanpool, which can use the HOV lanes, would be matched against a car with only 2 riders to see which arrive in San Francisco first. In order to bring media attention to this race, a high profile personality would ride in the vanpool. SNCI would like to invite interested STA Board members to be the high

profile personality and ride in a vanpool that regularly makes this commute, on a date to be determined, during the week of February 10, 2014. Members of the press will be invited to ride along in the vanpool or meet the van at the end of the race in San Francisco. Arrangements will be made for the participating Board member to return to Solano County following the race.

SNCI will host several 'Meet and Greet' events at park and ride lots situated throughout the county as another avenue to recognize the contributions of the vanpoolers. These events will be scheduled at the following park and ride lots: Davis Street P&R, Vacaville; Red Top Road P&R, Fairfield; Curtola P&R, Vallejo; and Redwood P&R, Napa. Staff will be onsite early in the morning providing coffee and morning treats as a thank you for vanpool participants. Thank You Certificates will be presented to vanpool drivers at that time as well.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: December 27, 2013  
 TO: STA Board  
 FROM: Robert Macaulay, Director of Planning  
 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
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	New Freedom Program*	Approximately <b>\$1.8 million</b> for Bay Area large urbanized areas	Due January 10, 2014
<b>State</b>			
6.	Transportation Planning Grant Program*	Approximately <b>\$5.3 million</b>	Due February 3, 2014
<b>Federal</b>			
7.	N/A	<b>N/A</b>	N/A

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyrerp/index.shtml">http://www.airquality.org/mobile/moyrerp/index.shtml</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/agip/cvrp.htm">http://www.arb.ca.gov/mspr/og/agip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>New Freedom Program*</b>	Kristen Mazur MTC (510) 817-5789 <a href="mailto:kmazur@mtc.ca.gov">kmazur@mtc.ca.gov</a>	Due January 10, 2014	Approx. <b>\$1.8 million</b> 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. <a href="http://www.mtc.ca.gov/funding/new_freedom.htm">http://www.mtc.ca.gov/funding/new_freedom.htm</a>
<b>State Grants</b>						
<b>Eligible Projects:</b>	Priscilla Martinez-Velez Caltrans (916) 651-8196 <a href="mailto:priscilla_martinez-velez@dot.ca.gov">priscilla_martinez-velez@dot.ca.gov</a>	Due February 3, 2013	Approx. <b>\$5.3 million</b>	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  <a href="http://www.dot.ca.gov/hq/tp/offices/orip/Grants/2014/FINALGrantApplicationGuide112113xx.pdf#zoom=75">http://www.dot.ca.gov/hq/tp/offices/orip/Grants/2014/FINALGrantApplicationGuide112113xx.pdf#zoom=75</a>
<b>Federal Grants</b>						
N/A						

\*New Funding Opportunity

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



DATE: December 27, 2013  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014.

**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 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every *Odd* Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every *Even* Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every *Odd* Month  
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3<sup>rd</sup> 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
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	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
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
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
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)	Ulatis 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
Wed., November 12	6:00 p.m.	STA's 17 <sup>th</sup> 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