



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, January 29, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls, Chair

2. APPROVAL OF AGENDA

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

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

5. CONSENT CALENDAR

Recommendation:

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

A. Minutes of the TAC Meeting of December 18, 2013

Johanna Masielat

Recommendation:

Approve TAC Meeting Minutes of December 18, 2013.
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B. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement
(AVA) Program First Quarter Report

Judy Kowalsky

Recommendation:

Receive and file.
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TAC MEMBERS

Table with 8 columns: Vacant, Joe Leach, George Hicks, Dave Melilli, Dan Kasperson, Steve Hartwig, David Kleinschmidt, Matt Tuggle. Includes city/county affiliations.

6. ACTION FINANCIAL ITEMS

- A. **Fairfield and Suisun Transit Fare Adjustment Proposal - Public Outreach and Public Hearing** Wayne Lewis, FAST

Recommendation:

Forward a recommendation to the STA Board to:

1. Request FAST provide a summary of public comments to Consortium members along with any proposed changes to the original fare adjustment proposal for comment prior to requesting approval of the STA Board on February 12, 2014; and
2. Approve FAST's final fare proposal for SolanoExpress Routes 20, 30, 40, and 90 and any comments received from funding partners are included in the staff report.

(1:50 - 2:00 p.m.)

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7. ACTION NON FINANCIAL ITEMS

- A. **STA's 2014 Legislative Priorities and Platform** Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2014 Legislative Priorities and Platform as specified in Attachment C.

(2:00 - 2:05 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

- A. **Summary of MTC's Regional Cap and Trade Program** Daryl Halls

(2:05 - 2:10 p.m.)

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- B. **STA Regional Transportation Impact Fee (RTIF) Implementation** Robert Guerrero

(2:10 - 2:15 p.m.)

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- C. **Update on Proposed Active Transportation Program Guidelines** Robert Macaulay

(2:15 - 2:20 p.m.)

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- D. **SB 743 California Environmental Quality Act (CEQA) Guidelines Update** Robert Macaulay

(2:20 - 2:25 p.m.)

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NO DISCUSSION NECESSARY

- | | |
|---|--------------------|
| E. Draft Mobility Management Plan Update
Pg. 355 | Elizabeth Richards |
| F. Mobility Management Program Update
1. ADA In Person Eligibility
2. Website
3. Travel Training Program
Pg. 359 | Anthony Adams |
| G. Draft Meeting Minutes of STA Advisory Committees
Pg. 157 | Johanna Masiclat |
| H. STA Board Meeting Highlights of January 8, 2014
Pg. 163 | Johanna Masiclat |
| I. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2014
Pg. 169 | Johanna Masiclat |

9. UPCOMING AGENDA ITEMS

A. February

1. Status Report on OBAG Projects
2. Status of PDA Planning Grants and PCA Pilot Project and Assessment Study
3. Draft Annual Pothole Report
4. SolanoExpress Intercity Service Options
5. Mobility Management
6. Approval of Active Transportation Element

B. March

1. RTIF Update
2. Priority Projects Update
3. Approve Annual Pothole Report
4. Approval of SolanoExpress Intercity Service Options

C. April

1. Arterials, Freeways & Highways Element
2. Overall Work Program for 2014-15 and FY 2015-16
3. TDA Article 3 Funding

D. May

1. OBAG Projects Update #2

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 26, 2014.**

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TECHNICAL ADVISORY COMMITTEE
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 noted 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 commented 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 noted 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 stated 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 updated 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: January 14, 2014
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2012-13 in the amount of \$180,032.56, due to reduced activities and expenditure reimbursement requests from member agencies. These funds are available for local agencies to claim, in addition to the FY 2013-14 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2013-14, STA received the allocation from the State Controller's Office the total amount of \$96,461.13 and has deducted \$2,893.83 for administrative costs. The remaining AVA fund balance after the first quarter disbursement to the member agencies is \$116,038.79. This amount includes the carryover funds from FY 2012-13 and will be disbursed in the second quarter utilizing the funding formula.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2013-14 and is compared to the total FY 2012-13 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2013-14 and FY 2012-13

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2013-14 and FY 2012-13**

Member Agency	FY 2013-14				FY 2012-13		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	109	\$2,445	\$22	352%	31	\$8,064	\$260
City of Dixon	45	\$4,071	\$90	26%	170	\$12,063	\$71
City of Fairfield	492	\$22,659	\$46	42%	1,162	\$52,891	\$46
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	47	\$14,839	\$316	46%	103	\$41,709	\$405
City of Vacaville	28	\$24,056	\$859	23%	121	\$87,813	\$726
City of Vallejo	407	\$87,287	\$214	27%	1,484	\$165,252	\$111
Solano County Unincorporated area	11	\$2,204	\$200	58%	19	\$1,975	\$104
Total	1,139	\$157,561	\$138	37%	3,090	\$369,768	\$120

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$116,038.79. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2013-14.



DATE: January 17, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
Wayne Lewis, FAST Transit Manager
RE: Fairfield and Suisun Transit Fare Adjustment Proposal 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). At that time, 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.

The CLIPPER© universal transit card is scheduled to be rolled out to Solano County in the fall of 2014. FAST 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. The fares for FAST's DART paratransit service would increase to \$3.50 for local trips and to \$7.00 for intercity trips. For SolanoExpress routes, 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 Routes 20 and 40 are covered by the Intercity Transit Funding agreement and FAST is required to notify the funding partners, including STA, but not necessarily seek their concurrence. FAST staff will request approval of the overall fare structure by the Fairfield City Council on February 18, 2014.

Proposal Summary

Besides the shift from zone fares to route fares, other significant changes proposed 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/paper pass fare distinct from the regular fares recognized by CLIPPER© on Route 30 and Route 40.

Attachment B provides the details of the FAST Fare Proposal and includes the current fare structure, along with the proposed new fare structure. FAST is requesting approval of gradual fare increases over seven years to have regular fares increase at approximately 3% per year, to keep up with expected cost increases to provide service, and to reduce the discount on 31-day passes from approximately 43% in FY 2014-15 to 27% in FY 2020-21.

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 a more expensive route can transfer to a less expensive route without charge and holders of a pass for a less expensive route can transfer to a 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%.

On January 22, FAST staff provided STA a revenue estimate in implementing the fare proposal as shown in Table 1. The estimated loss of annual ridership for the intercity routes is 8,648 and the estimated gain of annual revenue for intercity routes is \$121,034. According to the Intercity Transit Funding Agreement, fares are one of the revenue resources subtracted to determine the net cost of each city's share. Therefore, the amount of revenue generated by the proposed intercity bus fare increase and retained by FAST would be only that portion allocated to the FAST share of the net cost of the four intercity bus routes. STA estimates the FAST share to be about 62%, resulting in approximately \$75,041 revenue generation to FAST.

TABLE 1

Route	Estimated Ridership	Ridership %	Estimated Revenues	Revenue %
Local	(14,302)	-2%	\$ 67,462	11%
20	(1,546)	-3%	\$ 7,615	8%
30	(607)	-1%	\$ 7,877	4%
40	589	1%	(9,352)	-5%
90	(7,074)	-3%	\$ 114,894	10%
Total	(22,940)		\$ 188,496	
Local Total	(14,302)		\$ 67,462	
Intercity Total	(8,638)		\$ 121,034	

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 staff 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 presented a PowerPoint (See Attachment C) outlining the basis for proposed fare adjustments to SolanoExpress Routes 20, 30, 40, and 90. FAST received authorization from the STA Board to hold public information meetings 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. The STA Board requested that FAST provide a summary of public comments and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014. FAST has scheduled public information meetings on January 27, 28, and 29 to seek public comment.

STA Board members indicated they would want assurance that FAST, as a condition of the STA Board approving intercity SolanoExpress fare increases, would establish a reserve for intercity bus purchases and that the City of Fairfield would move forward with a paid parking program for the Fairfield Transportation Center as specified in the recently approved FAST Short Range Transit Plan. The STA Board also requested that information about a future paid parking program be provided at the public outreach meetings (Attachment D).

Unless the Intercity Consortium wants to schedule a special meeting, FAST staff is proposing that the final fare proposal go to the STA Board on February 12, without returning to the Consortium.

Fiscal Impact:

In FAST's Short Range Transit Plan (SRTP), the operating budget identifies that FAST will need to address a projected annual operating revenue shortfall of \$600,000 starting FY 2013-14. This revenue assumption was based on a combination of anticipated 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 relative to the proposed fare changes are uncertain at this time.

Recommendation:

Forward a recommendation to the STA Board to:

1. Request FAST provide a summary of public comments to Consortium members along with any proposed changes to the original fare adjustment proposal for comment prior to requesting approval of the STA Board on February 12, 2014; and
2. Approve FAST's final fare proposal for SolanoExpress Routes 20, 30, 40, and 90 and any comments received from funding partners are included in the staff report.

Attachments:

- A. FAST's Fare Proposal for SolanoExpress Intercity Routes
- B. FAST Proposed Fares
- C. FAST Presentation to STA Board
- D. STA Board Comments

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				

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

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Fare Changes for Solano Express Routes Operated by FAST



Solano Transportation Authority
January 8, 2014
Wayne Lewis

Why Change Fares Now?

- CLIPPER Card coming soon and it will not support current zoned fare structure.
- Transit operating costs have increased steadily.
- No Local fare increases since 2006.
- No Solano Express fare increases since 2009.
- Need to build reserves for bus replacements.
- To meet performance criteria established by MTC, STA, and FAST's Short Range Transit Plan (SRTP).

CLIPPER

- Solano County will be included in the CLIPPER system in early FY 2014/2015.
- CLIPPER will only recognize one set of fares on each Solano Express route.
- Current FAST fare structure for Solano Express routes is based on 5 zones and fares are determined by how many zones one passes through.
- New fare structure must be implemented before CLIPPER can be activated in Solano County

The Great Recession

- The Great Recession had serious impacts on Solano Express riders.
- Transit operating costs continued to climb during the recession.
- FAST one of only a few transit agencies that did not raise fares and decrease service in the past 5 years.
- To keep fares as low as possible, FAST drew down reserves that must now be replenished so we can replace the buses in our aging fleet that are nearing the end of their expected useful life.

Current Fare Structure

- Current fare structure is based on 5 zones.
- Distances traveled on intercity routes vary from 8.5 to 42.3 miles.
- Regular adult fares for intercity travel vary from \$2.75 to \$6.75.
- All riders on Route 20 travel the same distance.
- All riders on Route 90 travel the same distance.
- Distances traveled on Routes 30 and 40 have the most variance.

Rationalizing Fares

- Fare restructuring required for CLIPPER is opportunity to re-evaluate fares.
- Fares have changed only incrementally for the past decade.
- FAST did not implement approved fare changes during last 5 years.
- What is the value of transit trip for rider?
- What fares are charged in other places?
- Can changes be phased in?

Value to Riders

- What is the value of the benefits riders receive by riding Solano Express?
 - Fuel Savings
 - Toll Savings
 - Less Stress
 - Time Savings
 - Parking Savings
 - General Auto Ownership Savings (Insurance, Financing, Tires, Depreciation, Scheduled Maintenance, etc.)

Increasing Costs

- Over Past 5 years Operating costs have increased over 18% (Approx. 3.5% per year).
- The FAST Short Range Transit Plan (SRTP) projects that costs will continue to increase at approximately 3.0% per year.

Fare Comparison

- Solano Express routes operated by SolTrans all charge the same \$5.00 fare because distances traveled are comparable. Distance to El Cerrito del Norte BART is approximately 16 miles.
- The Distances Traveled on Solano Express Routes Operated by FAST vary significantly (Between 8.5 and 42.5 miles), so a single fare would not be fair for many riders. FAST currently charges only \$5.75 for the 30 mile trip to El Cerrito del Norte.

Fare Comparison

- Most transit agencies surveyed currently price their monthly passes for intercity trips at from 31 to 35 times the one-way fare, but FAST, SolTrans, and Napa VINE charge less than 23 times the single fare, so they provide discounts much larger than the industry norms.
- If a rider makes 20 round trips per month the current discount is approximately 43%.

OTHER FACTORS TO CONSIDER

- Ridership on Solano Express Routes operated by FAST has grown to 391,000, up 14.5 % over the past 4 years.
- Ridership growth in the past year was less than 1 %, because parking demand at the Fairfield Transportation Center exceeds capacity and neighboring businesses have begun enforcing parking limits.
- Fares need to be set at a reasonable level to recover costs without discouraging ridership growth.
- Want commuters to be able to use CLIPPER.
- Want to keep costs low for travel on Solano Express buses within Solano County.

FARE PROPOSAL

- FAST is proposing a new fare structure that has a single fare for Route 20 and Route 90.
- FAST is proposing two tier fare structures for Route 30 and Route 40.
 - For longer trips outside the County commuters will be able to use CLIPPER.
 - Each Route will have a lower fare for “Short Hops”, but CLIPPER will not recognize those fares, so cash or paper passes will be required to get the lower fare.

FARE PROPOSAL

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 (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	\$ 3.25	\$ 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

FARE PROPOSAL

- Local Routes would increase 25 cents.
- Route 20 would increase 50 cents.
- Route 90 would increase 75 cents.
- The changes for Route 30 and Route 40 would vary depending on distance travelled. Many trips will qualify for the lower Short Hop Fares.
- Many riders will see fare decreases, but fares on other trips will increase from between 25 cents and \$1.00.

FARE PROPOSAL

- The immediate increases for 31-day passes have been scaled back and increases will be phased in gradually with this proposal.
- For example, the 31-Day Pass for Route 90 will only increase \$20 per month from \$130 to \$150 in FY 2014/15 and then increase \$10-14 per month in next 6 years.
- The 31-Day Pass for Route 20 will only increase \$5 per month from \$70 to \$75 in FY 2014/15 and then increase \$5-8 per month in the next 6 years.

FARE PROPOSAL

- FAST is proposing to increase intercity one way fares by approximately 3% a year to keep up with expected cost increases.
- FAST is proposing that the discount for buying a 31-Day Pass on Solano Express routes be reduced from approximately 43% in FY 2014/15 to approximately 27 % in FY 2020/2021.
- Passes for Local Routes are already priced at approximately 34 times the regular fare, so the proposal would maintain that and increase the base fare by 25 cents every 3 years.

CONCLUSIONS

- Fares on Solano Express Routes operated by FAST have been held at an artificially low rate.
- FAST discounts for purchasing 31-day passes for intercity routes are much larger than industry standards.
- To minimize the immediate impact, the fare change proposal has been modified to reduce most of the initial one-way fare increases and to gradually raise daily fares over seven years to a more normal level, while also gradually reducing the discount for purchasing a monthly pass.

PUBLIC INPUT

- 3 Public Information Meetings Are Planned.
 - January 27, 2014 from 1:00 pm to 8:00 pm at the Fairfield Transportation Center in Fairfield.
 - January 28, 2014 from 4:00 pm to 7:00 pm at the Ulati Center in Vacaville.
 - January 29, 2014 from 1:00 pm to 8:00 pm at the Fairfield Transportation Center in Fairfield.

PUBLIC INPUT

- 2 Public Hearings Would Be Held.
 - 6:00 pm February 12, 2014 at the STA Board Meeting in the Suisun City Council Chambers.
 - 6:00 pm February 18, 2014 at the Fairfield City Council Meeting.

RECOMMENDATION

- Authorize FAST to conduct public outreach to gather public comments on the fare changes proposed for Solano Express Routes 20, 30, 40, and 90.
- Request that FAST provide a summary of public comments received and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014.

STA Board Meeting of January 8, 2014 Board Comments on Fairfield and Suisun Transit Fare Proposal

Board Member Batchelor asked if there was any way staff can look at implementing a card reader system, similar to BART's. Wayne Lewis responded that due to the complexity and advanced stages of implementing the CLIPPER card, a card reader system was not an option.

Vice Chair Davis asked how the fare increase of \$10.00 to \$14.00 was going to be phased-in and asked the SolanoExpress routes being reduced from 43% (FY 2014-15) to 27% over a six (6) year period (FY 2014-15 to FY 2020-20). Wayne Lewis responded that FAST is proposing to increase intercity one-way fares by approximately 3% per year to keep up with expected cost increases and that passes for local routes are already priced at 34 times the regular fare, so the proposal would maintain that and increase the base fare by 25 cents every 3 years.

Board Member Sanchez asked how much of the reserves have been drawn down over the past five years? Wayne Lewis responded and stated that 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 through a combination of contract savings, parking fees, and a proposed fare increase.

Board Member Spering asked for clarification on the approval process between the City and the STA to increase fares. Daryl Halls responded that Fairfield's City Council would approve any fare increases on their local services, however, Routes 30 and 90, since it's governed by STA and operated by FAST, the decision to adjust fare structure would be decided by the STA Board. He continued by citing that with Routes 20 and 40, which is governed by intercity funding working group agreement, references that FAST would need to notify the funding partners which explains why FAST is bringing all four (4) routes for fare adjustments for consideration by the STA Board tonight.

Board Member Spering requested explanation on one of the slides where it indicates the "need to build reserves for bus replacements". He asked if there is some assurance and/or clear understanding on a certain percentage from the fare increase that would be designated strictly on bus replacements. Wayne Lewis responded that they plan to request more federal funding for operations from MTC and to increase their TDA balance.

Board Member Spering noted the conflict between riders' parking savings and charging a parking fee in the future. He cited that he would only support the fare increases if staff can also let the public be aware during the public hearing process of the parking fee charges that will be implemented as early as next year. Wayne Lewis responded that the intent is to get through this fare increase process recognizing all the concerns that the Board have raised tonight.

Board Member Patterson asked if the timing of the fare increase being considered would cause any unforeseen complications with the possibility of a potential consolidation or merging of FAST with SolTrans. Wayne Lewis responded that he does not think the fare structure being proposed would influence the decision of the potential consolidation. Board Member Patterson also asked what would happen if the Fairfield City Council votes against the fare increase on Routes 30 and 90? Wayne Lewis responded that it would complicate things but can only hope that Council would support the need for the proposed fare structure.

Board Member Sanchez noted his concern related to Fairfield City Council's approval in 2009 to raise the fares in 2009 but FAST staff elected not to implement it? Wayne Lewis clarified that it was an approval from their Council to raise the rates versus not to raise the rates; more of an approval rather than a directive. Board Member Sanchez asked if the approved rates were not implemented then how much of FAST's transit reserves were used? Wayne Lewis responded that since 2009 their annual operating costs has increased by 18%, the fare increases would have been close to the 3.5% range; the difference may have not measured due to the recession. He noted he was not sure how much reserves were used.

Board Member Spering echoed both Board Members Patterson and Sanchez' concerns and asked if STA could wait until Fairfield City Council took action.

Wayne Lewis explained that the STA Board's blessing to approve the fare increase on the two SolanoExpress routes would come before Fairfield City Council's approval of the overall fare structure. Daryl Halls commented that the policy approval process could occur in either order.

Board Member Patterson suggested approving the recommendation as a package and include directive to increase the rates as well as the approval of the budget to replenish the capital reserves for bus replacements.

In closing, Wayne Lewis cited that he would recommend Council's approval of the overall fare structure to include a component that the STA Board would have veto power over any changes to Routes 30 and 90. Board Member Spering specified that the STA Board would condition their approval at that time based on the subsequent action of the Fairfield City Council.



DATE: January 21, 2014
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2014 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. The Platform was again amended in October to include support for seeking a Solano seat on the Water Emergency Transportation Authority Board.

Monthly legislative updates are provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

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

The draft was 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 for comment at the TAC and Consortium meetings in December. Both committees forwarded the platform to the STA Board with no further comments. At their January meeting, the STA Board approved the distribution of the draft document for review and comment.

As of the date of this writing, no comments have been received. Staff proposes the TAC and Consortium forward a recommendation to the STA Board to adopt the Final Draft 2014 Legislative Platform and Priorities (Attachment C) at their meeting in February 2014.

STA's state legislative advocate (Josh Shaw of 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.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy and objectives for the annual lobbying trip to Washington, DC, which is scheduled the week of March 31-April 3, 2014.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2014 Legislative Priorities and Platform as specified in Attachment C.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Final Draft 2014 Legislative Priorities and Platform

**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**

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
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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 Consortium/TAC January 28-29, 2014)
1/9/2014 2:32 PM



PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

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

Transit Centers:

Tier 1:

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

Tier 2:

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

Federal Funding

1. Roadway/Highway

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

2. Transit Centers

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

3. Programs

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

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

State Funding

Active Transportation

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

Cap and Trade

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

Freight/Goods Movement

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

ITIP

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

RTIP

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

SHOPP

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

LEGISLATIVE PRIORITIES

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

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

LEGISLATIVE PLATFORM

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

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

II. Climate Change/Air Quality

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

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

III. Employee Relations

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

IV. Environmental

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

V. Ferry

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

VI. Funding

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

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

VII. Project Delivery

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

VIII. Rail

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

IX. Safety

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

X. Transit

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

XI. Movement of Goods

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

XII. Reauthorization of MAP-21

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

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DATE: January 22, 2014
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Summary of MTC's Regional Cap and Trade Program

Background:

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

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

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

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

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

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

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 a significant portion of the Cap and Trade funds (approximately 40% of emissions attributed to 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. <u>Goods Movement</u>	<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 it is also proposed that \$75 million be dedicated to the Safe Routes to School Program to be allocated based on school enrollment. The final category, Goods Movement, is a new one. Potential Solano projects that could be eligible are the Westbound Cordelia Truck Scales and the next phases of the I-80/I-680/SR 12 Interchange.

In December 2014, the MTC Commission took action by a 16 to 1 vote with 1 abstaining vote to adopt these five categories for the proposed regional allocation of Cap and Trade Funds. This included an amendment shifting \$75 million from Climate Initiatives to fund a request by the Santa Clara Valley Transportation Authority to fund BART cars, combined with an amendment to Category 2 selecting a formula more equitable to midsize and smaller transit operators. MTC is planning to follow up with the nine CMAs, regional transit operators and other stakeholders to discuss the specifics of the five regional Cap and Trade program categories over the new few months. Staff intends to follow up with the Consortium to discuss and identify priorities for the Transit Operating and Efficiency Program category. One opportunity would be to request MTC consider funding the 20% regional capital replacement match requested by STA (estimated at \$6 million) that is needed for replacement of SolanoExpress Buses in the future.

Recommendation:

Informational.

Attachments:

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

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March 8, 2013

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

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

Dear Chair Nichols:

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

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

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

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

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

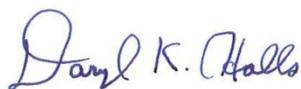
1. Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.
2. Favor cost-effective and integrated transportation and land use strategies.

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

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

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

Sincerely,



Daryl K. Halls
Executive Director

cc: ARB Board of Directors
STA Board Members

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2013

Item Number 3a.i.

Draft Cap and Trade Funding Framework

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

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

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

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

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

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

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

Issues: None.

Recommendation: This is an informational item.

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

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Draft Bay Area Cap and Trade Funding Framework

Cap and Trade Reserve Investment Principles

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

Cap and Trade Reserve Funding Categories

1. Core Capacity Challenge Grants (Transit Capital Program)

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

Proposal:

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

2. Transit Operating and Efficiency Program

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

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

Proposal:

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

3. One Bay Area Grants

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

Proposal:

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

4. Climate Initiatives

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

Proposal:

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

5. Goods Movement

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

Proposal:

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

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

November 1, 2013

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

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

Dear MTC Chair Worth, ABAG President Luce and Members:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Miya Yoshitani, Associate Director
Asian Pacific Environmental Network

Carl Anthony and Paloma Pavel
Breakthrough Communities

Michael Rawson, Director
California Affordable Housing Law Project

Wendy Alfsen, Executive Director
California WALKS

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

Tim Frank, Director
Center for Sustainable Neighborhoods

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

Bill Magavern, Policy Director
Coalition for Clean Air

Steering Committee
Ditching Dirty Diesel Collaborative

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

Gloria Bruce, Deputy Director
East Bay Housing Organizations

John Claassen, Chair, Leadership Council
Genesis

Vien Truong, Director, Environmental Equity
Greenlining Institute

John Young, Executive Director
Marin Grassroots

Myesha Williams, Co-Director
New Voices Are Rising Project

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

Judith Bell, President
PolicyLink

Richard Marcantonio, Managing Attorney
Public Advocates Inc.

Azibuike Akaba, Environmental Policy Analyst
Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Bill Nack, Business Manager
San Mateo County Building Trades Council

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

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

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

Bob Planthold, Chair
SF Bay Walks

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

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

Bob Allen, Acting Executive Director
Urban Habitat

Nancy Holland, Founder
Walk & Roll Berkeley

Margaret Gordon, Co-Director
West Oakland Environmental Indicators Project

Derecka Mehrens, Executive Director
Working Partnerships USA

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



DATE: January 28, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: STA Regional Transportation Impact Fee (RTIF) Implementation

Background:

On December 3rd, 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. The County is anticipated to begin collecting the RTIF on February 3rd. Seven construction packages were approved as part of the STA's RTIF. Each construction package includes at least one transportation improvement project. Working Groups comprising primarily of STA Technical Advisory Committee member were established for each construction package. One of the seven packages includes transit facilities for Solano County's express bus transit centers and train stations. The Working Group participants in this package include the SolanoExpress Transit Consortium members and public works staff.

Discussion:

The STA kicked off a series of meetings with six of the Working Groups on January 15th. The kick off meeting purpose was to begin discussing early implementation steps for the STA's RTIF Program. The three primary topics for discussion included:

1. Estimated RTIF revenue
2. RTIF Projects
3. Policies for shifting and/or loaning of funds between working groups

A summary of the discussion with the January 15th Working Groups is included as Attachment A. A separate meeting with the Express Bus Transit Centers and Train Stations Working Group is scheduled to meet on January 29th (just prior to the STA TAC meeting).

On January 16th, STA staff met with the County Planning Directors to provide and overview of the RTIF Program and to seek their input for the development of the annual estimated fee revenue. The goal is to have a consistent countywide method of estimating the revenues for the next year and next 5 years. This method will be based on the past years of actual building permits pulled combined with a forecasted growth estimate. This revenue estimate information is critical to the Working Groups for the development of the Strategic Implementation Plans (SIPs). As such, the Planning Directors were asked to complete this effort by the end of January in preparation for the February 12, 2014 RTIF Steering Committee.

The next step is to engage the Steering Committee to recommend approval for the five District Boundaries and the one year and five years fee estimates. In addition, the RTIF Steering Committee of policy makers is scheduled to discuss recommendations provided by each Working Group related to policies for RTIF Program, including shifting funds between Working Groups. These initial steps are being taken with the goal to begin implementing the RTIF Program by July 2014.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. Working Group Meeting Discussion Summary

Regional Transportation Impact Fee Working Group Meetings Summary January 15, 2014

Working Group Attendees

- 10 a.m.- Unincorporated County Road Improvements Working Group
Matt Tuggle and Bill Emlen, Solano County
- 11 a.m.- State Route 113 Corridor Working Group
Joe Leach and Jason Riley, City of Dixon; Matt Tuggle, Solano County
- 1 p.m.- South County Working Group-
Jill Mercurio, City of Vallejo; Mike Roberts (by phone), City of Benicia; Matt Tuggle, Solano County
- 2 p.m.- Jepson Parkway Corridor Working Group
Steve Hartwig, City of Vacaville; George Hicks, City of Fairfield; Matt Tuggle, Solano County
- 3 p.m.- State Route 12 Corridor Working Group
Nick Lozano and John Kerns, City of Suisun City; George Hicks, City of Fairfield; David Mellili and Tim Chapa, City of Rio Vista; Matt Tuggle, Solano County
- 4 p.m.- Central County I-80 Reliever Route Working Group
George Hicks, City of Fairfield; Matt Tuggle, Solano County

STA Staff

Daryl Halls; Janet Adams; Robert Guerrero

Discussion Summary

- I. RTIF Boundary
 - Suisun boundary to be corrected to show city limits included entirely in District 2
 - Vallejo border has anomalies related to the northeastern city limit. Notation needed to indicate that the intention is to include any parcels within Vallejo City Limit in District 3.
 - City of Fairfield is considering boundary adjustment for District 2 to include the entire Fairfield Downtown PDA. The current map splits the PDA boundary. Fairfield to provide suggested boundary changes by January 29th.
- II. RTIF Revenue Estimate
 - Engage Planning Directors in developing a refined revenue estimate based on local growth assumptions.
 - Planning Directors requested to provide updated near-term growth projections by January 29th.
- III. Working Group Project Priorities
 - Need for commitment to ensure a project or a phase leading to project completion (i.e. Environmental Docs and/or PE) within the next 5 years.
 - Priority for projects that can utilize the RTIF revenue for attracting other sources of funding.

- County list of projects eligible for their 5% Unincorporated County Road Improvement RTIF Category are also eligible for Working Groups to consider in addition to each group's unique project(s).
- Projects priority should be adopted in local agency's Capital Improvement Plan (CIP).
- Selected projects must have an implementation plan which potentially includes:
 - i. Interagency agreement
 - ii. Detailed scope
 - iii. Realistic schedule
 - iv. Funding plan which includes funds in addition to the RTIF

IV. Policies

- STA TAC will weigh in on decision to redistribute RTIF funding if project is not being implemented by a certain yet-to-be determined timeframe.
- Loaning options within and outside of Working Groups is a possible option for Working Groups with projects not ready for implementation. STA staff to develop scenarios for loaning funding.
- Selected projects must continue to show progress towards completion through quarterly reporting.
- Project progress should be assessed annually by each Working Group for purposes of determining whether funds should be loaned or redistributed.
- Working Groups should work toward consensus and elevate issues within jurisdictions (e.g. city managers/CAO) if consensus cannot be reached at the local staff level. If consensus is still not reached then STA TAC will consider redistribution option recommendations.

V. Revenue Tracking

- Working Groups were requested to ensure that their building permitting process will track and report APN and street address for each building permit issued. This ensures that the fee revenues can be tracked by district. This is especially important for the local agencies included in multiple districts (i.e. County and City of Fairfield).

VI. Annual Reporting

- Annual Reporting will be required. The annual report is to include:
 - Summary by Working Group annual expenses and work description
 - Estimated next year RTIF revenue and planned work
 - Updated Strategic Implementation Plan
 -



DATE: January 22, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Update on Active Transportation Program Guidelines

Background:

On September 26, 2013 the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359; and Assembly Bill 101, Chapter 354). The goals of this nearly \$120 million program are to:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

The ATP will consolidate multiple state and federal funding programs:

- Transportation Alternatives
- Recreational Trails
- Safe Routes to Schools
- Bicycle Transportation Account (BTA)
- Environmental Enhancement and Mitigation Act

The initial program is anticipated for implementation in Fiscal Year (FY) 2013-14 or FY 2014-15. Approximately \$120M will be available annually. The ATP calls for Metropolitan Planning Organizations (MPOs) to administer a portion of the funding. Solano Transportation Authority (STA) is one of the nine bay area counties within the Metropolitan Transportation Commission (MTC), which is the MPO for the San Francisco Bay Area. As the Congestion Management Agency (CMA) for Solano County, STA will be responsible for implementation of the program at the local countywide level. In anticipation of this, STA staff has been an active participant at the ATP working group meetings.

California Transportation Commission (CTC) staff has been working in consultation with an “Active Transportation Program Workgroup” to draft the guidelines for an initial 2-year program. The workgroup includes representatives of government agencies and stakeholders with expertise in pedestrian and bicycle issues, including the Safe Routes to Schools program. The purpose of the workgroup is to provide guidance in areas such as:

- Development of program guidelines and subsequent revisions to guidelines
- Program schedules and procedures
- Project selection criteria
- Performance measures
- Program evaluation

This report provides an update to the ATP Guidelines presented to the TAC in October 2013. At present, the California Transportation Commission (CTC) is finalizing its effort to define the program guidelines through a series of working group meetings open to the public. Primary attendees and participants of these meetings are transportation policy-making, planning, and project implementation agencies. STA staff has been an active participant at the ATP working group meetings.

Discussion:

Below is a summary of the Draft ATP guidelines (the complete Draft ATP can be found in Attachment A):

ATP Funding Categories:

- 40% MPOs with large Urbanized Area (approx \$48M)* (competitive; run by MPO; distribution based on county population)
 - i.e. MTC, SCAG, SACOG
- 10% Small urban/rural (approx \$12M)*
 - Population less than 200,000 in areas outside a large MPO
 - The cities and County of Solano will not compete in this category, as Solano County falls under MTC. Solano County applicants will submit applications for the statewide and/or the MPO competitions.
- 50% Statewide (approx \$60M)*
 - Broad spectrum of projects, including recreational trail projects, Safe Routes to School, and a Technical Assistance Resource Center
 - A minimum of \$24M annually is available for Safe Routes to School projects
 - A minimum of \$7.2M annually is available for non-infrastructure projects

*25% of the funds in each funding category must benefit disadvantaged communities, and up to 5% shall be set aside for funding for active transportation plans in disadvantaged communities.

Matching requirements:

Projects shall include at least 11.47% in matching funds, except for projects benefiting a disadvantaged community, stand-alone non-infrastructure projects, and Safe Routes to School projects, which are not required to provide a local match.

Active Transportation Plans:

Five percent of funds from each funding category may be set aside for bike, pedestrian, safe routes to school, or active transportation plans for disadvantaged communities.

Eligible Projects: Infrastructure projects, non-infrastructure projects, and infrastructure projects with non-infrastructure components. Non-infrastructure projects include education, encouragement, enforcement, and planning activities.

- The ***minimum project request size*** for ATP funds for infrastructure projects, excluding Safe Routes to Schools and Recreational Trails projects, is \$250K. This is true for the statewide and small urban/rural portions; MPOs may use a different minimum size (minimum projects size greater than \$500K must be approved by CTC). There is no minimum project request size for Safe Routes to Schools, Recreational Trails, and non-infrastructure projects.

Disadvantaged Communities must meet at least one of the following:

- Median household income is less than 80% of the statewide median based on census tract level data from the American Community Survey (ACS).
- Among the 10% most disadvantaged according to the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- At least 75% of public school students in project area are eligible to receive free or reduced price meals.

Technical Assistance Resource Center: The Commission intends to comply with a statutory requirement to fund a statewide Technical Assistance Resource Center by expanding the existing Safe Routes to School Technical Assistance Resource Center to serve all types of ATP non-infrastructure projects.

Sequential project selection:

Statewide and small urban/rural ATP applications are due to the Commission by May 21, 2014. Any projects that are not programmed in the adopted statewide program shall be considered in the state-run small urban/rural portion or MPO specific call for projects, as applicable.

MPO competitive selection:

Projects not selected for programming in the statewide competition shall be considered by the MPOs, as applicable. MPOs may defer to its project selection to the Commission, or, with Commission approval, use different:

- Project selection criteria or weighing
- Minimum project size (approval needed only if using a minimum project size greater than \$500K)
- Match requirement (approval needed only if using a different match requirement than 11.47%)
- Definition of disadvantaged community

Scoring Criteria:

- Potential for increased walking and cycling (0-30 points)
- Potential for reducing the number and/or rate of pedestrian/cyclist injuries/fatalities (0-25 points)
- Public participation and planning (0-15 points)
- Cost-effectiveness (0-10 points)
- Improved public health (0-10 points)
- Benefit to disadvantaged communities (0-10 points)
- Use of California Conservation Corps or qualified community conservation corps (up to 5 points can be deducted)
- Applicant's performance on past grants (up to 10 points can be deducted or application may be excluded from competing)

Project Programming:

The Commission will adopt a program of projects for the ATP by April 1 of each odd numbered year.

Project Reporting:

The Commission and MPO will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery

report. Within one year of the project becoming operable, the implementing agency shall provide a final delivery report to the Commission.

The ATP guidelines are scheduled for adoption by March 20, 2014. The schedule for guideline development and the FY 2014-15 program is shown below.

Date	Task
January 22, 2014	Guideline Hearing, South
January 29, 2014	Guideline Hearing, North
March 20, 2014	Commission adopts Guidelines
March 21, 2014	Call for Projects (statewide and small urban/rural portions)
May 21, 2014	Project applications due to Commission
May 21, 2014	MPOs submit optional guidelines to Commission
June 25, 2014	Commission approves or rejects MPO Guidelines
August 20, 2014	Commission adopts statewide and small urban/rural portions
September 30, 2014	Deadline for MPO project programming recommendations to the Commission
November 2014	Commission adopts MPO selected projects

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. Draft Active Transportation Program Guidelines (1/17/14)

DRAFT
ACTIVE TRANSPORTATION PROGRAM
GUIDELINES

1/17/14

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INTRODUCTION

BACKGROUND

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The guidelines were developed in consultation with the Active Transportation Program Workgroup. The workgroup includes representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (Commission) must hold at least two public hearings prior to adopting the Active Transportation Program guidelines. The Commission may amend the adopted guidelines after conducting at least one public hearing. The Commission must make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

PROGRAM GOALS

Pursuant to statute, the goals of the Active Transportation Program are to achieve:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

PROGRAM SCHEDULE

The guidelines for an initial two-year program of projects must be adopted by March 26, 2014 (within six months of enactment of the authorizing legislation). No later than 45 days prior to adopting the initial set of guidelines for the Active Transportation Program, the Commission must submit the draft guidelines to the Joint Legislative Budget Committee.

Subsequent programs must be adopted not later than April 1 of each odd-numbered year, however, the Commission may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2014 Active Transportation Program:

Commission adopts Fund Estimate	December 11, 2013
Guidelines hearing, South	January 22, 2014
Guidelines hearing, North	January 29, 2014
Guidelines submitted to the Joint Legislative Budget Committee	February 3, 2014
Commission adopts Active Transportation Program Guidelines	March 20, 2014
Call for projects	March 21, 2014
Project applications to Caltrans	May 21, 2014
Large MPOs submit optional guidelines to Caltrans	May 21, 2014
Commission approves or rejects MPO guidelines	June 25, 2014
Staff recommendation for statewide and rural/small urban portions of the program	August 8, 2014
Commission adopts statewide and rural/small urban portions of the program	August 20, 2014
Projects not programmed distributed to large MPOs based on location	August 20, 2014
Deadline for MPO project programming recommendations to the Commission	September 30, 2014
Commission adopts MPO selected projects	November 2014

FUNDING

SOURCE

The Active Transportation Program is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.

In addition to furthering the goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to **at least one of** the Active Transportation Program's funding sources.

DISTRIBUTION

State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program Fund Estimate must indicate the funds available for each of the program components. Consistent with these requirements, the Active Transportation Program funds must be distributed as follows:

1. Forty percent to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000.

These funds must be distributed based on total **county MPO** population. The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines.

Projects selected by MPOs may be in either large urban, small urban, or rural areas.

25% of the funds distributed to each MPO must benefit disadvantaged communities.

The following statutory requirements apply specifically to the Southern California Association of Governments (SCAG)

- SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria.
 - The criteria used by SCAG should include consideration of geographic equity, consistent with program objectives.
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
 - SCAG must obtain concurrence from the county transportation commissions.
2. Ten percent to small urban and rural areas with populations of 200,000 or less, with projects competitively awarded by the Commission to projects in those regions. Federal law segregates the Transportation Alternative Program into separate small urban and rural competitions based upon their relative share of the state population. Small Urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.

25% of the funds in the Small Urban and Rural programs must benefit disadvantaged communities.

Projects within the boundaries of a MPO with an urban area with a population of greater than 200,000 are not eligible for funding in the Small Urban or Rural programs.

3. Fifty percent to projects competitively awarded by the Commission on a statewide basis.

25% of the funds in the statewide competitive program must benefit disadvantaged communities.

In the initial program, a minimum of \$24 million per year of the statewide competitive program is available for safe routes to schools projects, with at least \$7.2 million for non-infrastructure grants, including funding for a state technical assistance resource center.

MATCHING REQUIREMENTS

Projects must include at least ~~12~~11.47% in matching funds except for projects benefiting a disadvantaged community, stand-alone non-infrastructure projects and safe routes to schools projects. The source of the matching funds may be any combination of local, state or federal funds. Matching funds must be expended in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way capital outlay; support for right-of-way acquisition; construction capital outlay; and construction engineering) as the Active Transportation Program funding. Matching funds cannot be expended prior to the Commission allocation of Active Transportation Program funds. Matching funds, except matching funds over and above the required ~~12~~11.47%, must be expended concurrently and proportionally to the Active Transportation Program funds.

Large MPOs, in administering a competitive selection process, may require a ~~larger~~ different funding match for projects selected through their competitive process. Applicants from within a large MPO should be aware that the match requirements may differ between the MPO and statewide competitive programs.

FUNDING FOR ACTIVE TRANSPORTATION PLANS

Funding from the Active Transportation Program may be used to fund the development of bike, pedestrian, safe routes to schools, or active transportation plans in disadvantaged communities.

The Commission intends to set aside up to 5% of the funds in the statewide competitive program and in the rural and small urban program for funding active transportation plans in disadvantaged communities. A large MPO, in administering its portion of the program, shall may make up to 5% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries.

The first priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor an active transportation plan. The second priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.

REIMBURSEMENT

The Active Transportation Program is a reimbursement program for costs incurred. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, Local Assistance Procedures Manual. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant for Active Transportation Program funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for Active Transportation Program funds:

- Local, Regional or State Agencies- Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Caltrans*
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service

- **Public** schools or School districts— ~~May include any public or nonprofit private school. Projects must benefit the general public, and not only a private entity.~~
- Tribal Governments - Federally-recognized Native American Tribes.
- Private nonprofit tax-exempt organizations may apply for Recreational Trail Projects. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs **is required may be necessary**. A tribal government may also partner with another eligible entity to apply if desired.

** Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to the Active Transportation Program. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs are limited to other Active Transportation Program funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.*

PARTNERING WITH IMPLEMENTATING AGENCIES

Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. This arrangement must be formalized through a signed Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because the majority of funds in the Active Transportation Program are federal funds, most **infrastructure projects and all non-infrastructure** projects must be federal-aid eligible:

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the planning, design, and construction of facilities.
- Non-infrastructure Projects: Education, encouragement, enforcement, **and planning** activities that further the goals of this program. The Commission intends to focus funding for non-infrastructure projects on pilot and start-up projects that can demonstrate funding for ongoing efforts. The Active Transportation Program funds are not intended to fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students.
- Infrastructure projects with non-infrastructure components.

MINIMUM REQUEST FOR FUNDS

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for Active Transportation Program

funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects.

MPOs, in administering a competitive selection process, may use a different minimum funding size. Use of a minimum project size greater than \$500,000 must be approved by the Commission prior to the MPO's call for projects.

EXAMPLE PROJECTS

Below is a list of projects considered generally eligible for Active Transportation Program funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
 - Elimination of hazardous conditions on existing bikeways and walkways.
 - Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- Development of a bike, pedestrian, safe routes to schools, or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation, including but not limited to:
 - Development and implementation of bike-to-work or walk-to-work school day/month programs.
 - Conducting bicycle and/or pedestrian counts, walkability and/or bikability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
 - Conducting pedestrian and bicycle safety education programs.
 - Development and publishing of community walking and biking maps, including school route/travel plans.
 - Development and implementation of walking school bus or bike train programs.
 - Components of open streets events directly linked to the promotion of a new infrastructure project.
 - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.

- School crossing guard training.
- School bicycle clinics.
- Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the Active Transportation Program.

PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the Active Transportation Program into multiple, overlapping components. Below is an explanation of the requirements specific to these components.

DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide average median based on the most current census tract level data from the American Community Survey. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://oehha.ca.gov/ej/ces11.html>.
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged.

MPOs, in administering a competitive selection process, may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission prior to the MPO's call for projects.

SAFE ROUTES TO SCHOOL PROJECTS

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

RECREATIONAL TRAILS PROJECTS

For **trail projects that are primarily recreational** to be eligible for Active Transportation Program funding, the projects must meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/). **Multi-purpose trails and paths that serve both recreational and transportation purposes are generally eligible in the ATP, so long as they are consistent with one or more goals of the program.**

TECHNICAL ASSISTANCE RESOURCE CENTER

In 2009, the University of California, San Francisco was awarded federal Safe Routes to School funds to act as the Technical Assistance Resource Center for the purpose of building and supporting local regional Safe Routes School non-infrastructure projects.

Typical center roles have included:

- Providing technical assistance and training to help agencies deliver existing and future projects and to strengthen community involvement in future projects including those in disadvantaged communities.
- Developing and providing educational materials to local communities by developing a community awareness kit, creating an enhanced Safe Routes to Schools website, and providing other educational tools and resources.
- Participating in and assisting with the Safe Routes to Schools Advisory Committee.
- Assisting with program evaluation.

The Commission intends to comply with the statutory requirement to fund a state technical assistance center by expanding the existing Safe Routes to Schools Technical Assistance Resource Center interagency agreement to serve all Active Transportation Program non-infrastructure projects.

PROJECT SELECTION PROCESS

PROJECT APPLICATION

Active Transportation Program project applications will be available at www.dot.ca.gov/hq/LocalPrograms/atp/index.html.

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects.

Project applications should be addressed or delivered to:

Caltrans
Division of Local Assistance, MS-1
Attention: April Nitsos
P.O. Box 942874
Sacramento, CA 95814

Except for applications submitted through an optional MPO supplemental call for project, the Commission will consider only projects for which five hard copies and one electronic copy (via cd or portable hard drive) of a complete application are received by *May 21, 2014*. By the same date, an additional copy must also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the MPO (a contact list can be found at www.dot.ca.gov/hq/tpp/offices/orip/).

SEQUENTIAL PROJECT SELECTION

All project applications, except for applications submitted through an optional MPO supplemental call for projects, must be submitted to Caltrans for consideration in the statewide competition. The Commission will consider approval of a competitive grant only when it finds that the grant request meets the requirements of statute and that the project has a commitment of any supplementary funding needed for a full funding plan.

Projects not selected for programming in the statewide competition must be considered in the large MPO run competitions or the state run Small Urban or Rural competitions.

A large urban MPO may elect to have a supplemental MPO specific call for projects. The projects received in this call must be considered along with those not selected through the statewide competition.

MPO COMPETITIVE PROJECT SELECTION

As stated above, projects not selected for programming in the statewide competition must be considered by the MPOs in administering a competitive selection process.

An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantage communities as used by the Commission for the statewide competition may defer its project selection to the Commission. An MPO deferring its project select to the Commission may not conduct a supplemental call for projects.

An MPO, with Commission approval, may use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities for its competitive selection process. Use of a minimum project size of \$500,000 or less, or of a larger different match requirement than in the statewide competitive program does not require prior Commission approval. An MPO may also elect to have a supplemental MPO specific call for projects. The projects received in this call must be considered along with those not selected through the statewide competition.

In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications. Following its competitive selection process, a MPO must submit its programming recommendations to the Commission along with a list of the members of its multidisciplinary advisory group. If the MPO submitted a project application and that project is recommended for programming, the MPO must explain how its evaluation process resulted in an unbiased evaluation of projects.

SCREENING CRITERIA

Demonstrated needs of the applicant: A project that is already fully funded will not be considered for funding in the Active Transportation Program. The Commission will make an exception to this policy by allowing the supplanting of federal funds on a project for the 2014 Active Transportation Program.

Consistency with a regional transportation plan: All projects submitted must be consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080.

SCORING CRITERIA

Proposed projects will be rated and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the Active Transportation Program and requirements of the various fund sources.

- Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. (0 to 30 points)
- Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. (0 to 25 points)
- Public participation and Planning. (0 to 15 points)

Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process resulted in the identification and prioritization of the proposed project.

For projects costing \$1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.

- Cost-effectiveness, defined as maximizing the impact of the funds provided. (0 to 10 points)

Applicants must discuss the relative costs and benefits of the range of alternatives considered and quantify the safety and mobility benefit in relationship to total project cost.

Caltrans must develop a benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level in future programming cycles.

- Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. (0 to 10 points)
- **Benefit to disadvantaged communities. (0 to 10 points)**
- Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. (0 to -5 points)

The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be included in the project application as supporting documentation.

- Applicant's performance on past grants. This may include project delivery, project benefits (anticipated v. actual), and use of the California Conservation Corps or qualified community conservation corps (planned v. actual). Applications from agencies with **documented** poor performance records on past grants may be excluded from competing or may be penalized in scoring. (0 to -10 points)

PROJECT EVALUATION COMMITTEE

Commission staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities, and will seek **geographically balanced** representation from state agencies, large MPOs, **regional transportation planning agencies, local jurisdictions in** small urban and rural areas, and non-governmental organizations. Priority for participation in the evaluation committee will be given to those who do not represent a project applicant, or will not benefit from projects submitted by others.

In reviewing and selecting projects to be funded with federal Recreational Trails program funds, the Commission staff will collaborate with the Department of Parks and Recreation to evaluate proposed projects.

MPOs, in administering a competitive selection process, must use a multidisciplinary advisory group, similar to the aforementioned Project Evaluation Committee, to assist in evaluating project applications.

PROGRAMMING

PROJECT PROGRAMMING

Following at least one public hearing, the Commission will adopt a program of projects for the Active Transportation Program, by April 1 of each odd numbered year. The Active Transportation Program must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, and the estimated total cost of the project. Project costs in the Active Transportation Program will include all project support costs and all project listings will specify costs for each of the following components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of-way capital outlay (4) support for right-of-way acquisition; (5) construction capital outlay; and (6) construction management and engineering, including surveys and inspection. The cost of each project component will be listed in the Active

Transportation Program no earlier than in the fiscal year in which the particular project component can be implemented.

When proposing to fund only preconstruction components for a project, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.

When project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project's cost effectiveness, and updated analysis of the project's ability to further the goals of the program must be submitted to the Commission following completion of the environmental process. If this updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, future funding for the project may be deleted from the program. For the MPO selected competitions, this information must be submitted to the MPO. It is the responsibility of the MPO to recommend that the project be deleted from the program if warranted.

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Active Transportation Program and other committed funding. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by the Commission does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year. ~~except that unprogrammed funds will not carry over into a subsequent fund estimate.~~

The intent of the Commission is to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest project may be designated, at the time of programming, for state-only funding.

ALLOCATIONS

The Commission will consider the allocation of funds for a project when it receives an allocation request and recommendation from Caltrans in the same manner as for the STIP (see section 64 of the STIP guidelines). The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding.

Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Active Transportation Program.

In order to ensure the timely use of all program funds, the Commission will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity, the Commission will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

PROJECT DELIVERY

Active Transportation Program allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the Commission approves an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) except that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the preceding requirements.

If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

Whenever programmed funds are not allocated within the fiscal year they programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

The implementing agency must enter into a cooperative agreement with Caltrans and, if the project is federally funded, obligate the federal funds within six months.

Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After the award of a contract, the

implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. The implementing agency has six months after contract acceptance to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a component is less than the amount awarded, the savings generated will not be available for future programming.

Caltrans will track the delivery of Active Transportation Program projects and submit to the Commission a semiannual report showing the delivery of each project phase.

PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to deobligation if proper justification is not provided.

PROJECT REPORTING

As a condition of the project allocation, the Commission will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project in the MPO selected portion of the program must also submit copies of its semi-annual reports and of its final delivery report to the MPO. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency must provide a final delivery report to the Commission which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs as compared to the approved project budget.
- Its duration as compared to the project schedule in the project application.
- Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conduction counts.
- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use in the project application.

Please note that the final delivery report required by this section is in addition to the aforementioned final Report of Expenditures.

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.

Caltrans must audit a sample of Active Transportation Program projects to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited must be submitted to the Commission annually.

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (COMMISSION)

The Commission responsibilities include:

- Adopt guidelines and policies for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- Evaluate projects, including the forming of the Project Evaluation Committee.
- Adopt a program of projects, including:
 - The statewide portion of the Active Transportation Program,
 - The rural portion of the Active Transportation Program,
 - The small urban portion of the Active Transportation Program, and
 - The MPO selected portion of the program based on the recommendations of the MPOs.
 - Ensure that at least 25% of the funds benefit disadvantage communities.
- Allocate funds to projects.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the Active Transportation Program. Responsibilities include:

- Provide statewide program and procedural guidance (i.e. provide project evaluation of materials and instructions), conducts outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups.
- Provide program training.
- Solicit project applications for the program.
- Facilitate the Project Evaluation Committee.
- Perform eligibility reviews of Active Transportation Program projects.
- ~~Review project applications for scope, cost, schedule, and completeness. Evaluate, score, and rank applications.~~
- Recommend projects to the Commission for programming and allocation.
- Notify applicants of the results after each call for projects.
- Track and report on project implementation.
- Audit a selection of projects
- Serve as the main point of contact in project implementation, including the technical assistance resource center, after notifying successful applicants of award.

METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in each MPO must benefit disadvantage communities.
- If using different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities for its competitive selection process, the MPO must obtain Commission approval prior to the MPO's call for projects. Use of a minimum project size of \$500,000 or less, or of a larger different match requirement than in the statewide competitive program does not require prior Commission approval.
- If electing to have a supplemental MPO specific call for projects, the projects within the MPO boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects.
- In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a competitive selection process, a MPO must explain how the projects recommended for programming by the MPO include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantage communities as used by the Commission for the statewide competition may defer its project selection to the Commission. An MPO deferring its project select to the Commission must notify the Commission by May 21, 2014, and may not conduct a supplemental call for projects.
- Approve amendments to the MPO selected portion of the program prior to Commission approval.
- Recommend allocation requests for a project in the MPO selected portion of the program.
- Determine which projects to advance and make that recommendation to the Commission.
- Submit an annual assessment of its portion of the program in terms of its effectiveness in achieving the goals of the Active Transportation Program.

In addition, the following statutory requirements apply specifically to the Southern California Association of Governments (SCAG):

- SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives.
- SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
- SCAG must obtain concurrence from the county transportation commissions.

REGIONAL TRANSPORTATION PLANNING AGENCIES (RTPAS) OUTSIDE AN MPO WITH LARGE URBANIZED AREAS AND AN MPO WITHOUT LARGE URBANIZED AREAS

These Regional Transportation Planning Agencies and MPOs may make recommendations or provide input to the Commission regarding the projects within their boundaries that are applying for Active Transportation Program funding.

PROJECT APPLICANT

Project applicants nominate Active Transportation Program projects for funding consideration. If awarded Active Transportation Program funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

ACTIVE TRANSPORTATION PLAN

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan. An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.

- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds active transportation facilities which will implement the plan.

Additional information related to active transportation plans can be found in the sections on Funding for Active Transportation Plans and Scoring Criteria.

FEDERAL REQUIREMENTS

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Below are examples of federal requirements that must be met when administering Active Transportation Program projects.

- National Environmental Policy Act (NEPA) compliance and documentation is required on all projects. Refer to Chapter 6, Environmental Procedures, of the Local Assistance Procedures Manual for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- Project applicants may not proceed with the final design of a project or request "Authorization to proceed with Right-of-Way" or "Authorization to proceed with Construction" until Caltrans has

signed a Categorical Exclusion, a Finding of No Significant Impact, or a Record of Decision. Failure to follow this requirement will make the project ineligible for federal reimbursement.

- If the project requires the purchase of right of way (the acquisition of real property), the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 apply. For more information, refer to Chapter 13, Right of Way, of the Local Assistance Procedures Manual.
- If the project applicant requires the consultation services of architects, landscape architects, land surveyors, or engineers, the procedures in the Chapter 10, Consultant Selection, of the Local Assistance Procedures Manual must be followed.
- Contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprises/Equal Employment Opportunity provisions, etc. For more information, refer to Chapter 9, Civil Rights and Disadvantaged Business Enterprises, and Chapter 12, Plans, Specifications & Estimate, of the Local Assistance Procedures Manual

Failure to comply with federal requirements may result in the repayment to the State of Active Transportation Program funds.

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans. Chapter 11, Design Standards, of the Caltrans Local Assistance Procedures Manual describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects. The chapter also describes design exception approval procedures, including the delegation of design exception approval authority to the City and County Public Works Directors for projects not on the state highway system. These standards and procedures, including the exception approval process, must be used for all Active Transportation Program projects except recreation trails projects.

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

All facilities constructed using Active Transportation Program funds cannot revert to a non-Active Transportation Program use for a minimum of 20 years or its actual useful life as documented in the project application, whichever is less, without approval of the Commission.

PROGRAM EVALUATION

The Active Transportation Program will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

By December 31, 2014, the Commission will post on its website information about the initial program of projects, including a list of all projects programmed and allocated in each portion of the program, by region, and by project type, along with information on grants awarded to disadvantaged communities,

After 2014, the Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the Active Transportation Program including:

- Projects programmed,
- Projects allocated,
- Projects completed to date by project type,
- Projects completed to date by geographic distribution,
- Projects completed to date by benefit to disadvantaged communities, and
- Projects completed to date with the California Conservation Corps or qualified community conservation corps.

DRAFT

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DATE: January 17, 2014
TO: STA TAC
FROM: Robert Macaulay, Planning Director
RE: SB 743 California Environmental Quality Act (CEQA) Guidelines Update

Background:

The California Environmental Quality Act (CEQA) is the primary environmental statute for discretionary projects approved by governmental agencies in California. Implementation of the CEQA statutes are guided by the State CEQA Guidelines, published by the State Office of Planning and Research (OPR). Since CEQA requires the identification and, in most cases mitigation, of "significant" environmental impacts, one of the important roles of the CEQA Guidelines is to establish the threshold for when an impact is considered significant.

CEQA thresholds for traffic impacts are currently based upon Level of Service (LOS) analysis. LOS is generally analyzed as either the volume of traffic on a roadway compared to its capacity (VC Ratio) or the amount of delay experienced by drivers at an intersection, measured during the Peak Hour of travel. A typical CEQA traffic analysis identifies if a project will produce enough trips to have a significant impact on the road system. If so, roadway improvements (such as more lanes or widened intersections) are required of the developer in order to mitigate the project's impact to a level of Less Than Significant.

AB 32 and SB 375 were signed into law in an effort to reduce the emissions of Greenhouse Gasses (GHG) from all sources, including cars and light trucks (the focus of SB 375). Total emissions of transportation-related GHGs are difficult to measure, so proxies are used. One of the preferred proxies is Vehicle Miles Traveled (VMT). Modeling of current and future GHG emission totals is based on VMT and the emission profile of the car and light truck fleet.

Discussion:

At the end of 2013, SB 743 was amended to become a CEQA reform bill. The bill was passed by the legislature and signed by the governor. Attachment A is the " Summary of Transportation Analysis Changes in Senate Bill 743" developed by OPR and explains the key provisions of the bill. Attachment B, also developed by OPR, illustrates the work done so far on developing LOS alternatives, and the analytical background regarding the shift from LOS to an alternative measure such as GHG when examining traffic impacts.

SB 743 and the new CEQA Guidelines focus first and foremost on Transit Priority Areas (TPAs) - specific locations served by fixed or high-frequency public transit. TPAs are similar, but not identical, to the Priority Development Areas (PDAs) established as part of Plan Bay Area. The new CEQA Guideline criteria "must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and diversity of land use." OPR has the discretion to develop such criteria for projects outside transit priority areas as well, and appears likely to do so.

If the final Guidelines apply a non-LOS standard to all traffic analysis done under CEQA, and not just to projects in TPAs, the impact to transportation planning documents could be substantial. This applies both to local project analysis and the development of the Regional Transportation Plan. Until OPR makes a formal recommendation in mid-2014, however, the extent of the likely impact will not be known.

Fiscal Impact:

Unknown. It is expected that traffic modeling software reports will require modification to accommodate whatever requirements are adopted by OPR.

Recommendation:

Informational.

Attachments:

- A. Summary of Transportation Analysis Changes in Senate Bill 743
- B. LOS Alternatives Working Group Slides

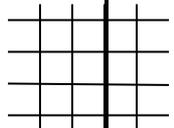
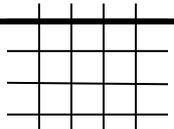
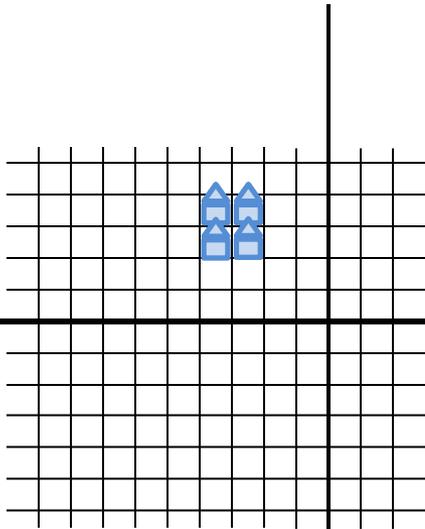
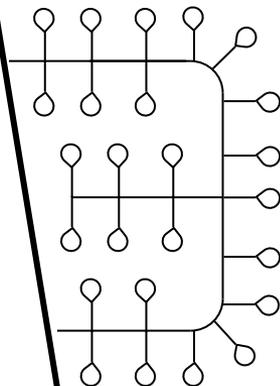
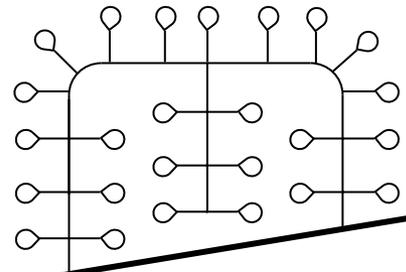
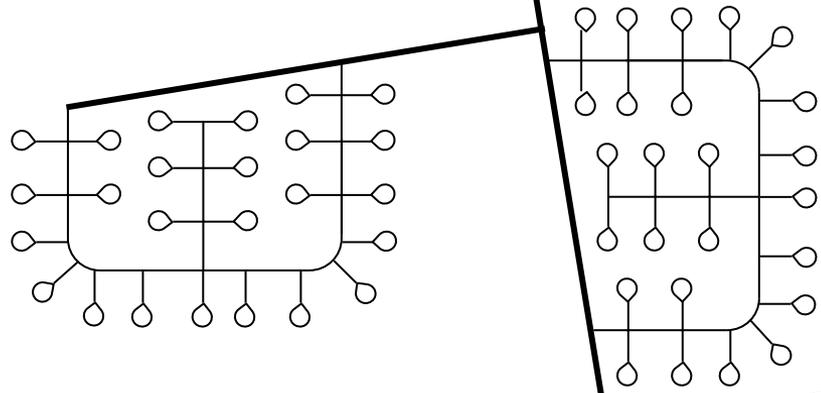
LOS Alternatives Working Group



Welcome and Introductions

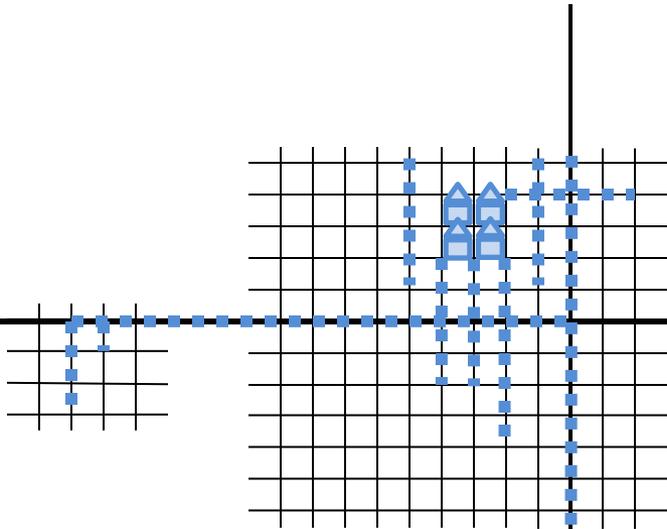
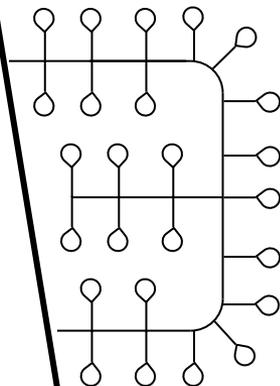
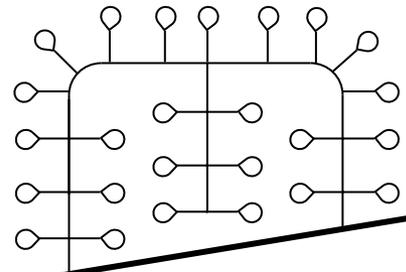
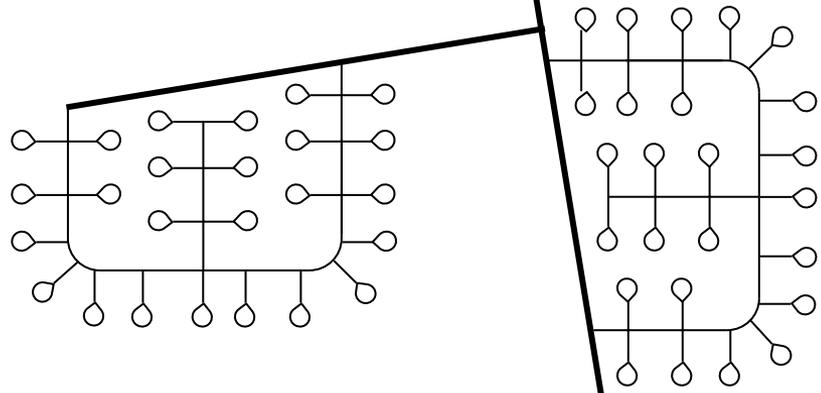
- Purpose
- Introductions
- Ground rules

Analysis of **infill** development using LOS



Analysis of infill development using LOS

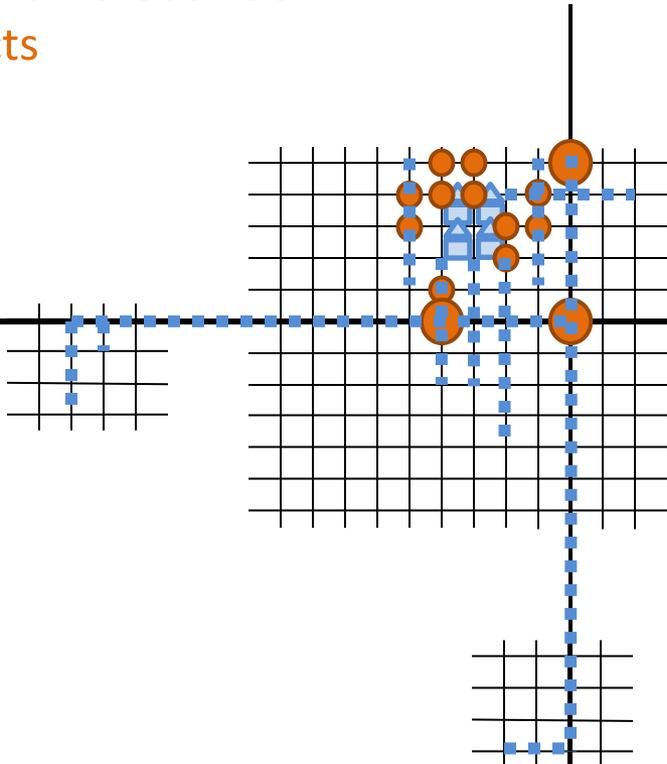
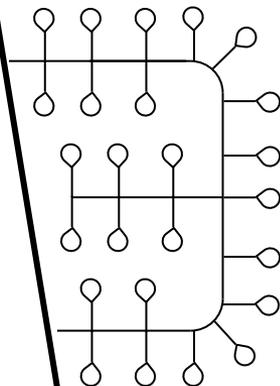
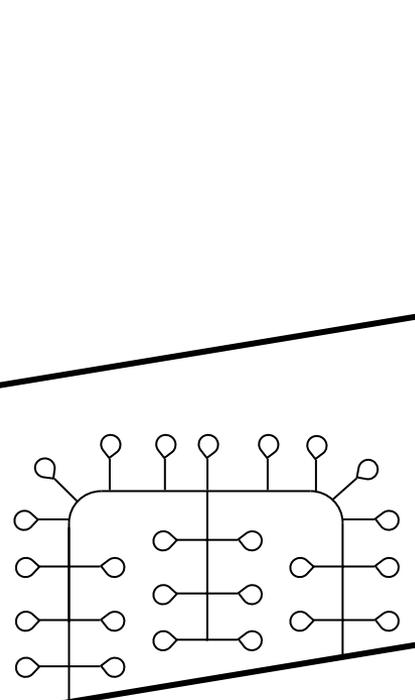
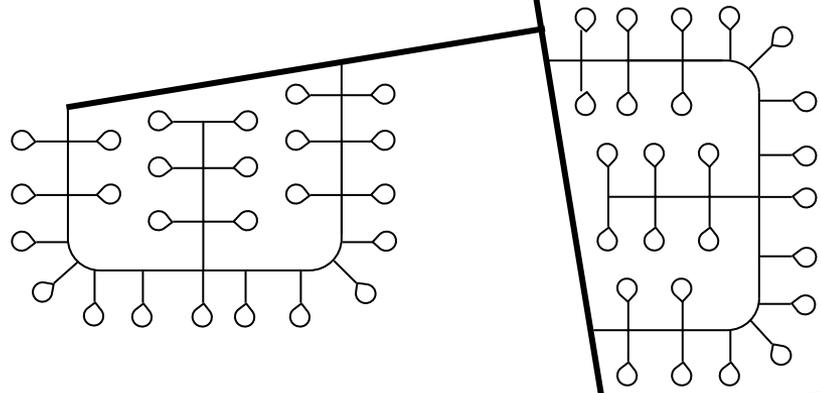
Relatively little vehicle travel loaded onto the network



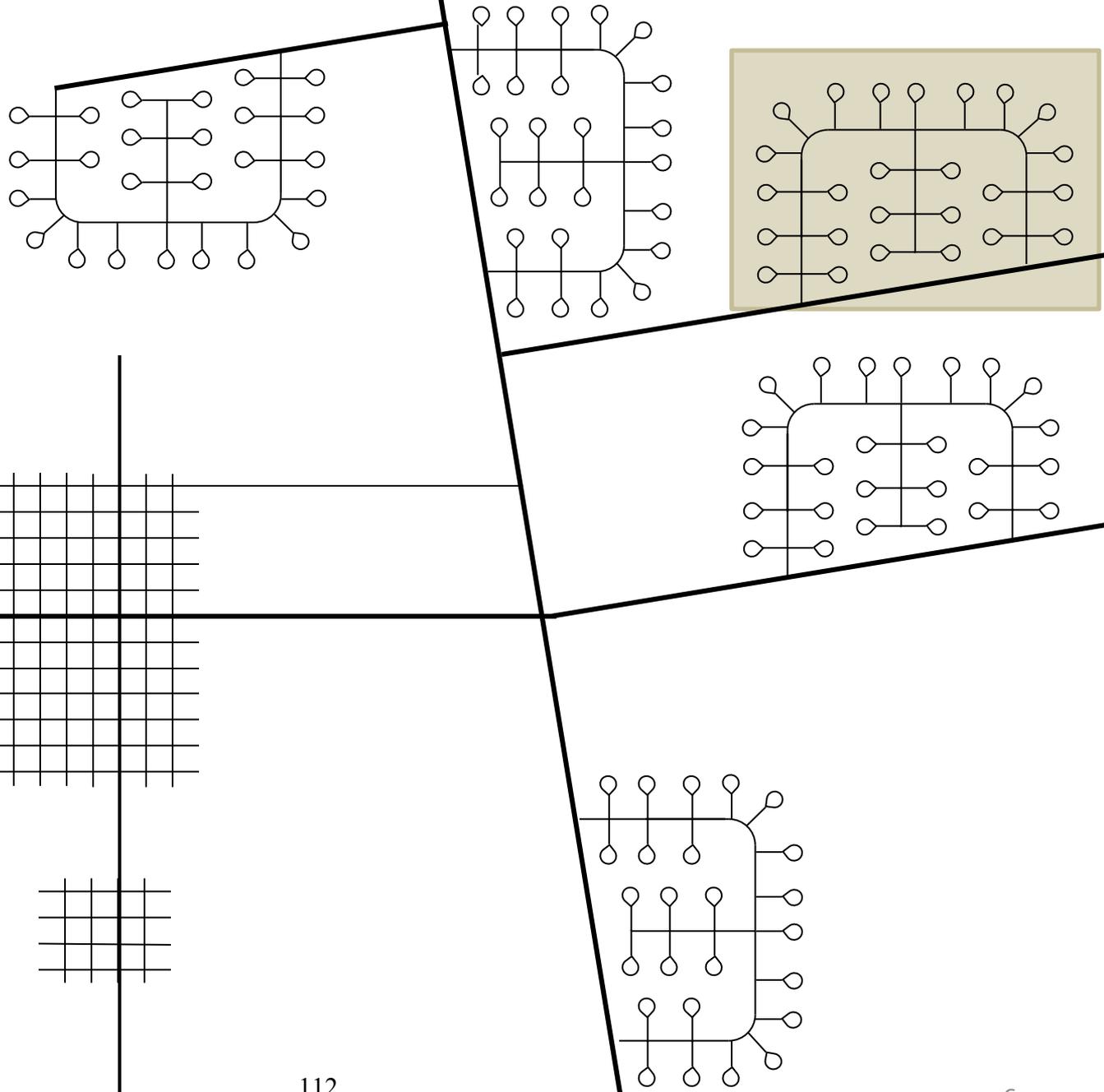
Analysis of **infill** development using LOS

Relatively little vehicle travel loaded onto the network

...but numerous LOS impacts

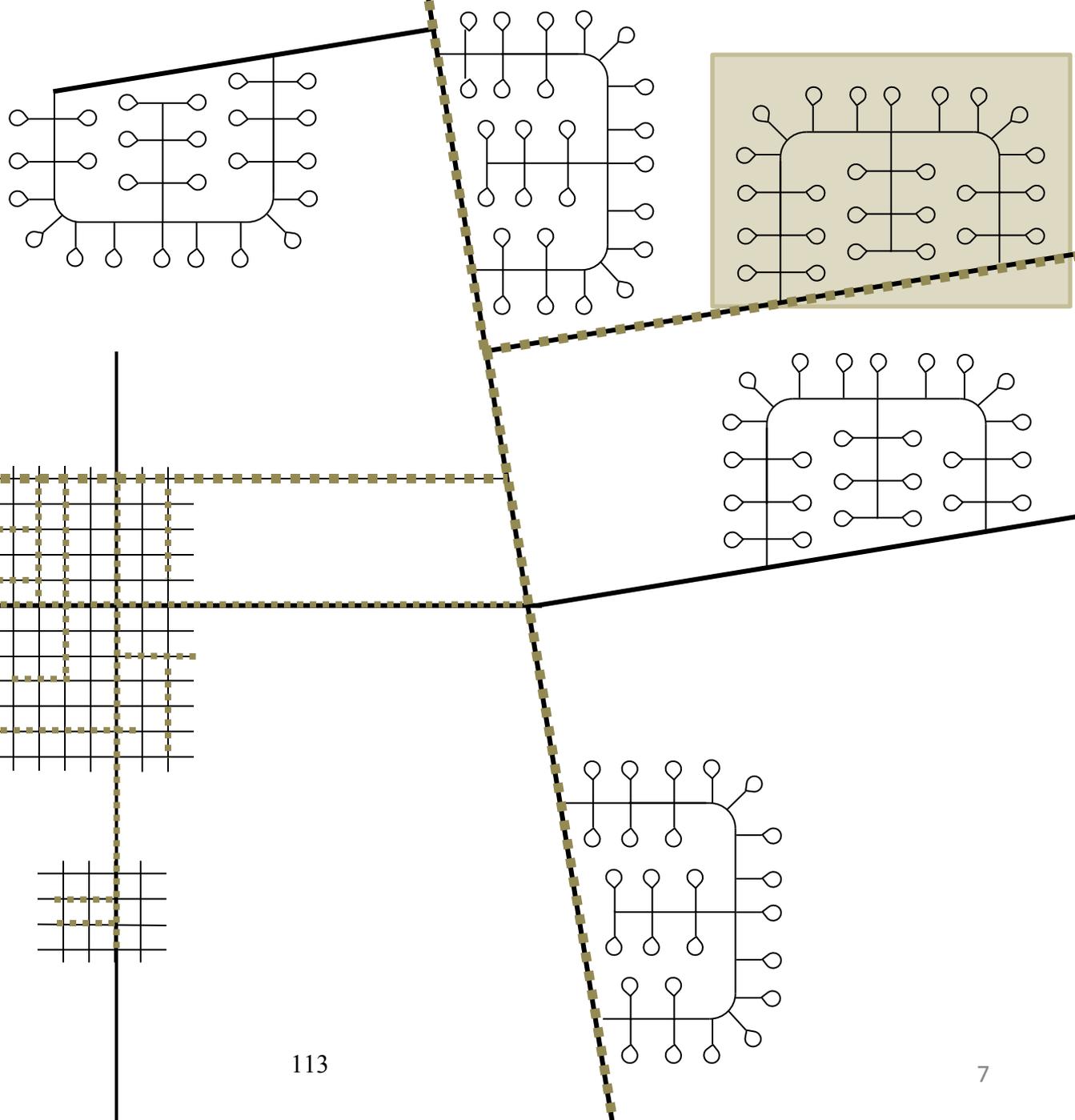


Analysis of greenfield development using LOS



Analysis of greenfield development using LOS

Typically three to four times the vehicle travel loaded onto the network relative to infill development

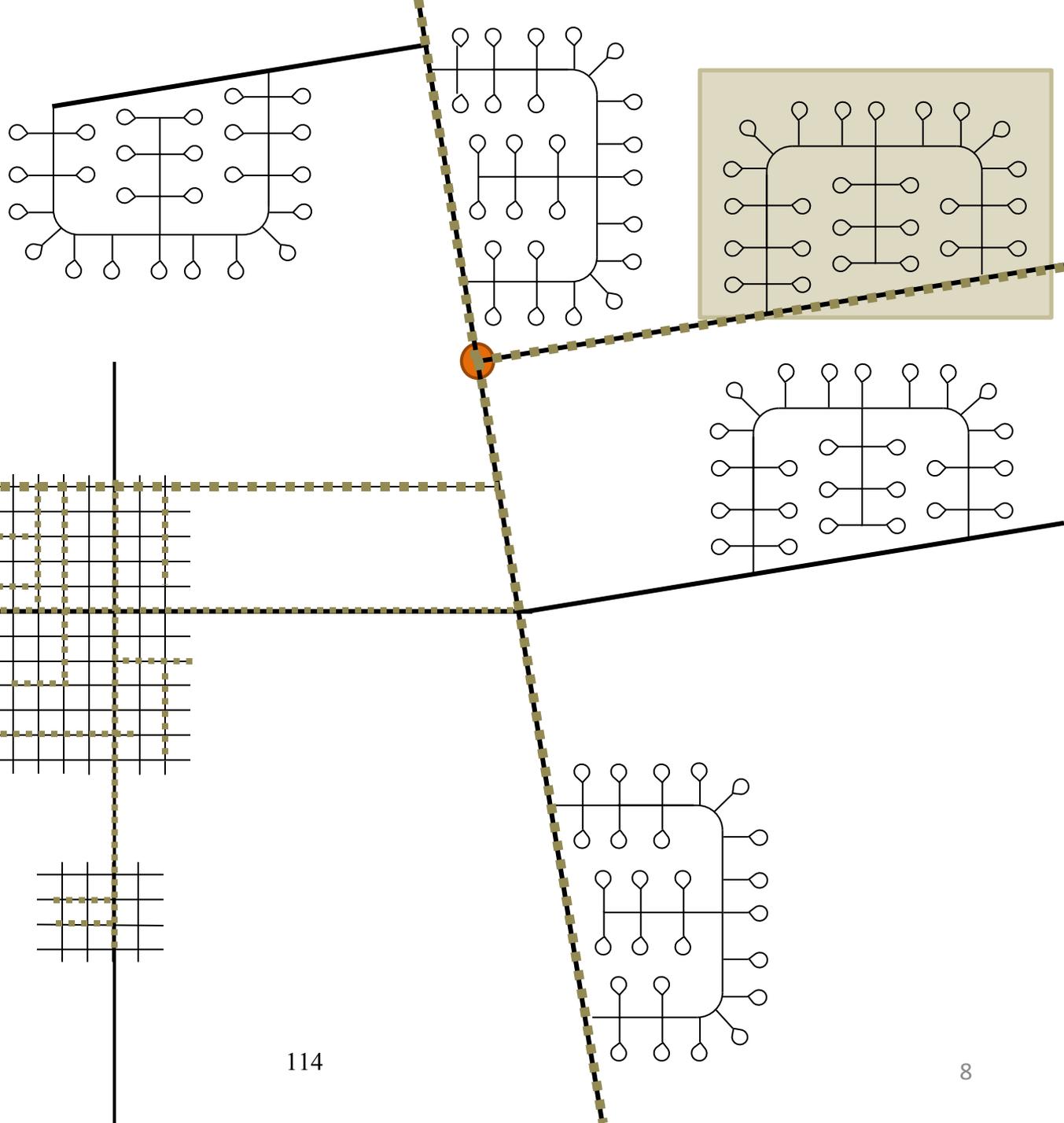


Analysis of greenfield development using LOS

Typically three to four times the vehicle travel loaded onto the network relative to infill development

...but relatively few LOS impacts

Traffic generated by the project is disperse enough by the time it reaches congested areas that it doesn't trigger LOS thresholds, even though it contributes broadly to regional congestion.



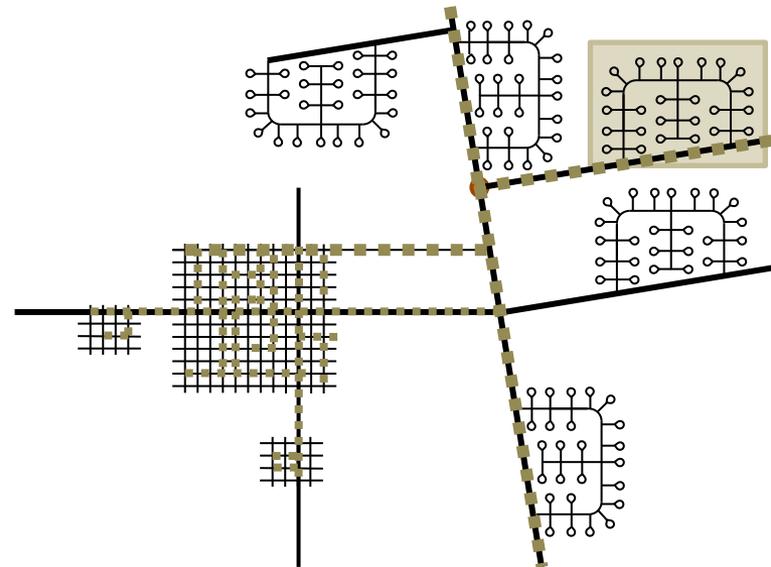
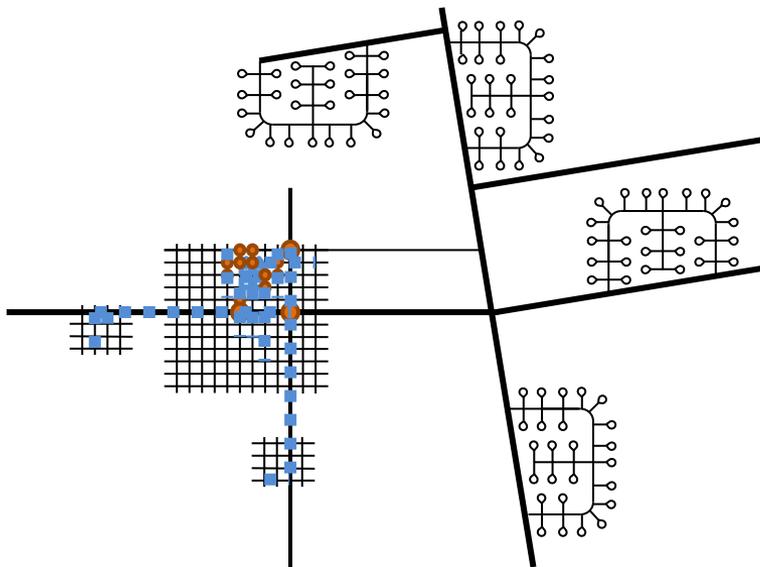
Problems with LOS

1. Bias against infill because of “last-in development” problem

- Infill adds to preexisting traffic from nearby projects, triggering LOS thresholds
- Greenfield adds more traffic than infill, but doesn't trigger thresholds

2. Scale of analysis is too small

- Registers impacts adjacent to project, ignores impacts regionally
- Spot metric insufficient to show corridor/network impact/benefit



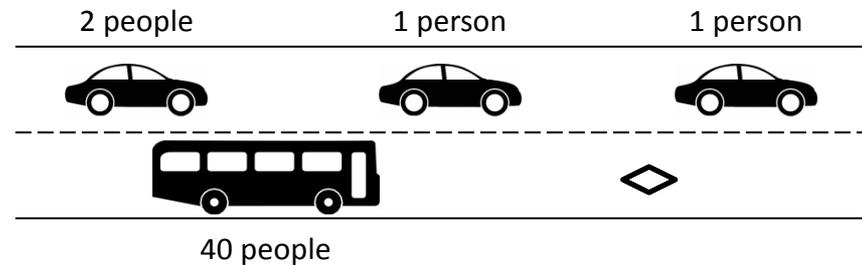
Problems with LOS

3. LOS mitigation is itself problematic

- Reducing project size pushes development to worse locations
- Widening roadways worsens livability, induces vehicle travel

4. Mischaracterizes transit, biking, walking as detriments to transportation

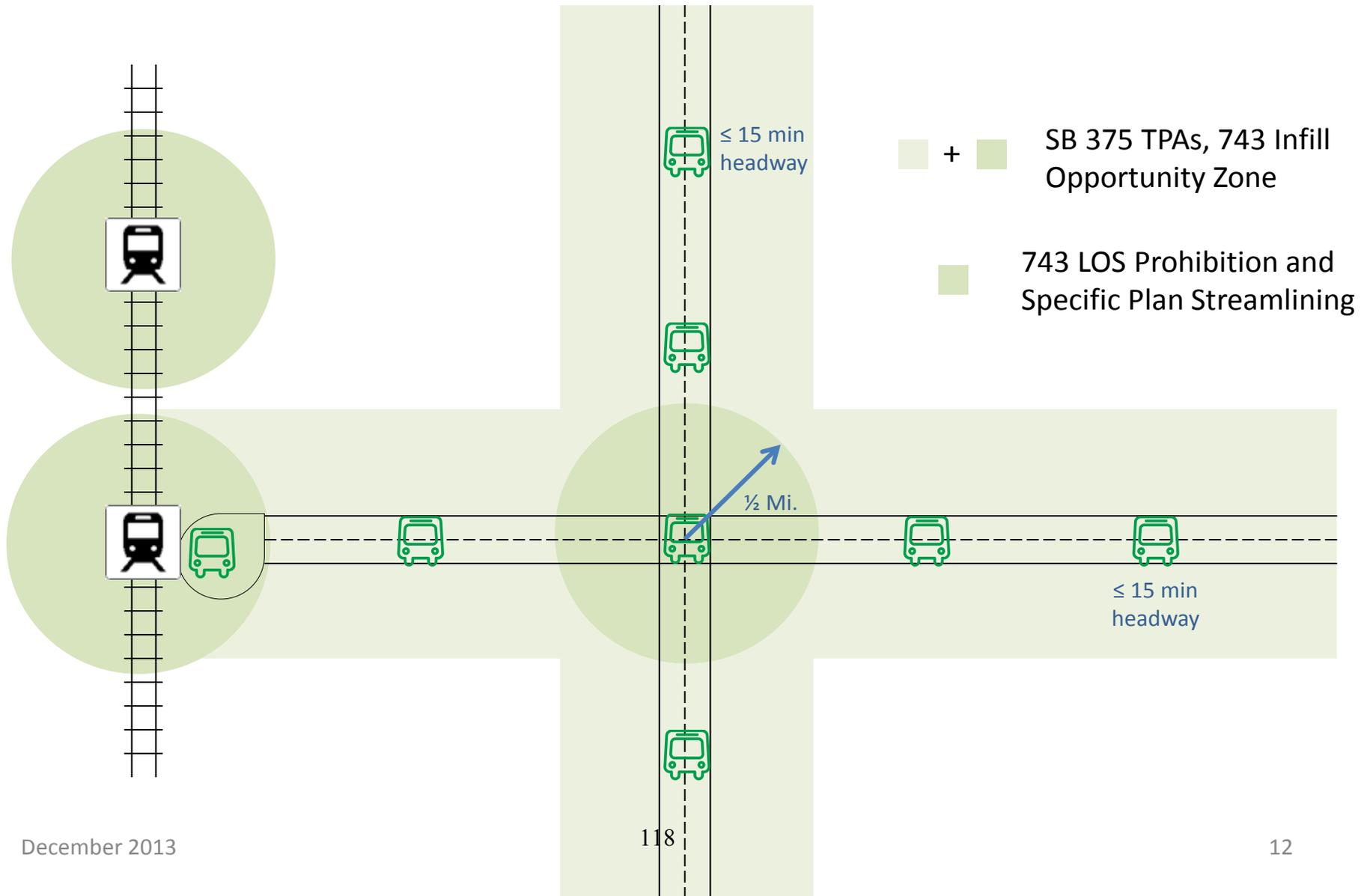
- A transit priority lane worsens LOS even as it improves person-throughput
- LOS characterizes pedestrians and cyclists as obstructions to cars, to be channeled/restricted



SB 743

- LOS in CEQA, CMA and General Plans
 - CEQA Guidelines
 - Congestion Management Law
 - General Plans
- What does SB 743 say about LOS?
 - OPR to develop alternatives
 - Once Guidelines adopted, LOS (mostly) goes away

Transit Priority Areas (TPAs) Geographies



Goals

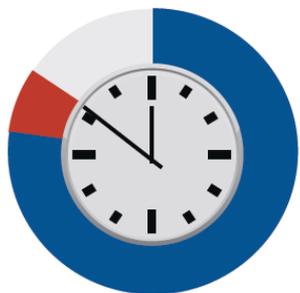
- SB 743 Statutory Goals: “Those criteria shall promote...”
 - “Reduction of GHGs”
 - “Development of multimodal transportation networks”
 - “A diversity of land uses”
- Other policy and administration goals
 - Consistency with State planning priorities (Infill priority)
 - Environmental benefit
 - Fiscal benefit
 - Equity
 - Health
 - Simplicity/feasibility

Other Important Considerations

Link transportation and land use

Denver 1982

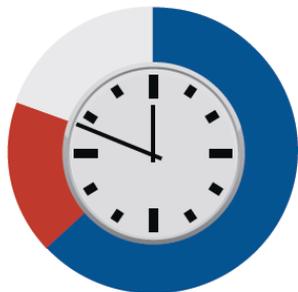
1.09
50.6 minutes
46.4 mins
4.2 mins



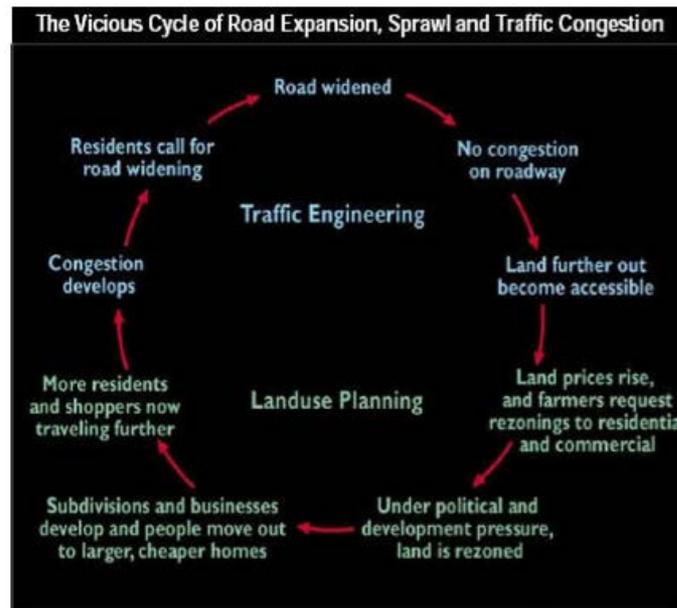
Travel Time Index
Average travel time
Travel time without traffic
Extra rush hour delay

Denver 2007

1.31
49.6 minutes
37.9 minutes
11.7 minutes



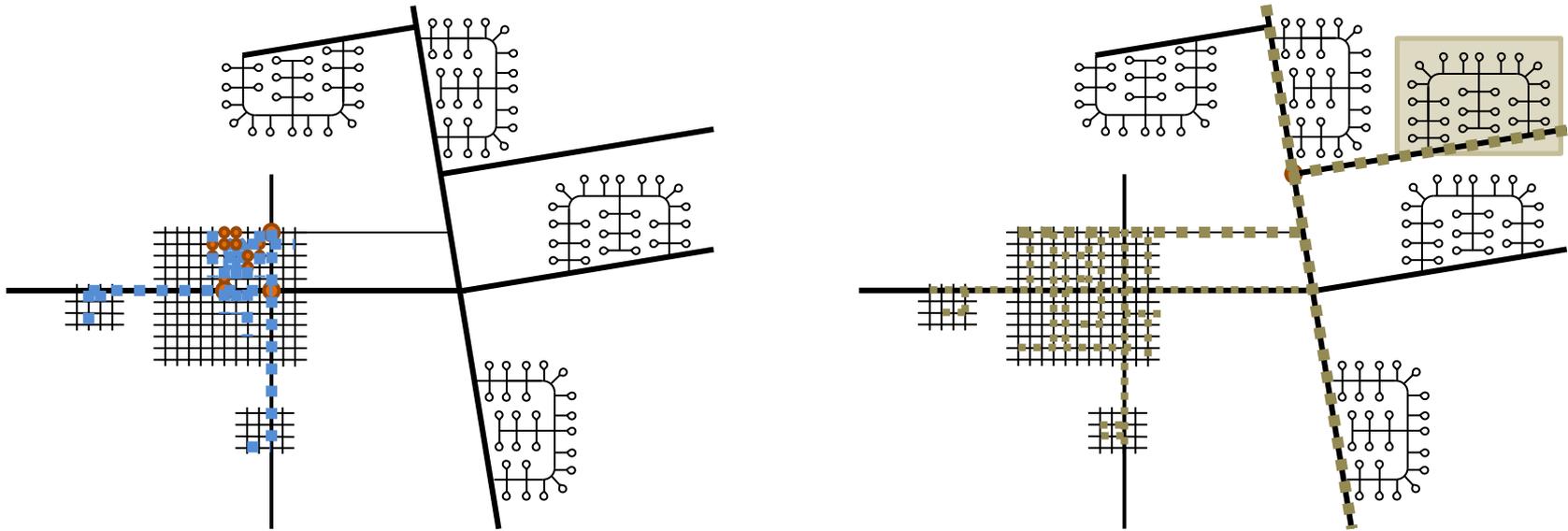
Consider induced travel



Graphic: NJ DOT

Other Important Considerations

Distribution of burden in mitigating transportation impacts



Multi-modal LOS

Preliminary +'s and -'s for conversation

+

- Registers a variety of modes
- Would trigger mitigation fees that could be used to develop the multi-modal network

-

- Places burden of transportation improvements disproportionately on infill
- A point metric like LOS – doesn't address network
- Data collection is a challenge
- Disputed methodology
- Leaves open the question of how to prioritize modes

Automobile Trips Generated/capita, employee

Preliminary +'s and -'s for conversation

+

- Easy, readily available data
- Infill's lower trip production reflected

-

- Infill's lower trip length not reflected; omits the influence of regional location, the most important determinant of vehicle travel
- Denominator for uses other than residential, office? (i.e. commercial, others)

Vehicle Miles Traveled/capita, employee, trip

Preliminary +'s and -'s for conversation

+

- Good correlation with GHGs and other environmental and health factors
- Infill's lower trip production *and* lower trip length reflected
- Can be modeled more easily than LOS

-

- What denominator to use for land uses other than residential, office, and commercial?

VMT per person-trip

Preliminary +'s and -'s for conversation

+

- Good correlation with GHGs and other environmental and health factors
- Infill's lower trip production *and* lower trip length reflected
- Uses trip as an indicator of societal benefit

-

- State-wide data availability?
- Any unintended effects for certain land uses?

Fuel use/capita, employee

Preliminary +'s and -'s for conversation

+

- Infill's lower trip production *and* lower trip length reflected
- Partly captures operational efficiency
- Perfect correlation with GHGs for tailpipe emissions
- Good correlation with other environmental and health impacts

-

- More difficult to model than VMT
- Some mitigation would induce demand for more auto travel; how to capture?
- Impact changes rapidly with CAFÉ standards
- What denominator to use for land uses other than residential, office, and commercial?

Vehicle travel time/capita, employee

Preliminary +'s and -'s for conversation

+

- Infill's lower trip production and trip length reflected
- Captures operational efficiency
- Good correlation for GHGs and environmental impact for a given mode

-

- More difficult to model than VMT
- Some mitigation would induce demand for more auto travel; how to capture?
- Mode shift accounting may be problematic (e.g. impact of a long walk to work)
- What denominator to use for land uses other than residential, office, and commercial?

	LOS	Multi-modal LOS	ATG (/cap, empl)	VMT (/cap, empl, trip)	VMT /pers on-trip	Fuel Use (/cap, ...)	Travel Time (/cap, ...)		
Reduction of GHG emissions									
Supports development of a multimodal transportation network									
Supports a diversity of land uses									
Prioritizes infill									
Environmental effects									
Health effects									
Equity effects									
Fiscal effects									
What mitigation measures and alternatives result?									
Simplicity, data availability, modeling availability/time/cost									
What would thresholds look like?									
What is the physical impact on the environment?		128							

Next Steps

- Publish an initial evaluation in January
- Evaluate feedback, reconvene workgroup in February
- Initial draft by end of February?
- Revised draft by April or May?

Thank you!

Summary of Transportation Analysis Changes in Senate Bill 743

Senate Bill 743 (Steinberg, 2013) makes several changes to the California Environmental Quality Act related to the analysis of transportation impacts. Specifically, it requires a change in how “level of service” is used in transportation planning and the evaluation of transportation impacts. The relevant provisions of SB 743 are described below. **Key terms** are defined on the following page.

Level of Service in CEQA

SB 743 directs the Office of Planning and Research to develop revisions to the CEQA Guidelines that establish new criteria for determining the significance of transportation impacts by projects in **transit priority areas**. (Public Resources Code § 21099(b)(1).) These criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and diversity of land uses. (*Id.*) The bill further grants OPR the discretion to develop such criteria for projects outside transit priority areas as well. (*Id.* at subd.(c)(1).) Both within and outside of transit priority areas, the CEQA Guidelines may specify areas where level of service remains an appropriate metric. Once the Secretary for the Natural Resources Agency certifies the new CEQA Guidelines, “**automobile delay**,” as described by level of service, volume to capacity ratio, or other measures of delay, will not be considered a significant environmental effect in those areas governed by the new criteria. (Public Resources Code § 21099(b)(2).) In other words, both inside and outside of transit priority areas, level of service will only apply, if at all, in places specifically identified in the revised CEQA Guidelines.

Level of Service in Congestion Management Law

SB 743 also makes changes to congestion management law. (Gov. Code § 65088 et seq.) Specifically, it reinstates the ability of cities and counties to designate “**infill opportunity zones**” within which level of service requirements would not apply. (*Id.* at § 65088.4.) It also removed the requirement that development occur within an infill opportunity zone within four years. (*Ibid.*) Finally, it expanded the definition of infill opportunity zone to include areas within one-half mile of a **major transit stop** or high quality transit corridor. (*Id.* at § 65088.1(e).)

Level of Service in Local General Plans or Zoning Codes

SB 743 specifically states that it “does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority.” (Pub. Resources Code § 21099(b)(4).)

Key Terms

Automobile Delay refers to an effect “described solely by level of service or similar measures of vehicular capacity or traffic congestion[.]” (New Section 21099(b)(2).) Once the revised Guidelines are certified, automobile delay will generally not support a finding of significance. (*Ibid.*)

Transit Priority Area means “an area within one-half mile of a **major transit stop** that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 [four years, statewide transportation improvement program] or 450.322 [twenty year, metropolitan transportation plan] of Title 23 of the Code of Federal Regulations.” (New Section 21099(a)(7).) *Within the boundaries of a metropolitan planning organization, a planned stop must be completed within twenty years. Outside the boundaries of a metropolitan planning organization, the planned stop would need to be completed within four years.*¹

Major Transit Stop means “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” (Section 21064.3.)

Infill Opportunity Zone, for purposes of congestion management law, “means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.” *Note, this definition is broader than a transit priority area in at least two respects. First, it includes single high-frequency bus lines. Second, planned stops include those that are within regional transportation plans in both MPO and non-MPO areas.*

¹ Though the definition of transit priority area refers to overlapping and related time horizons, the use of the disjunctive “or” suggests that the planning horizons referred to in either CFR section could be used to determine whether a planned stop will qualify as a major transit stop. While a project within a 20-year metropolitan planning organization’s regional transportation plan would also appear within a statewide transportation improvement program, in non-MPO areas, a planned stop would only appear within the 4-year statewide transportation improvement program.



DATE: January 15, 2014
TO: STA TAC
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Draft Mobility Management Plan Update

Background:

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

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

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

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

Prior to the release of the first draft, the Mobility Management Plan was presented and discussed three times at each of the STA committees. Initially, an overview of the study and its elements were presented as well as to solicit comments. As the elements were developed with more detail, the groups were presented to again and more detailed input was received. There has been good discussion and valuable input provided. Transit operators were in attendance at many of these meetings and have been interviewed as well for more detailed discussion.

An initial draft Mobility Management Plan was presented in early 2013. Many, but not all, of the committees' and transit operators' input had been incorporated into the draft report prepared and presented at the March Consortium meeting. After the March Consortium meeting, the Mobility Management (MM) Plan has been revised to incorporate the modified recommendations, comments from other committee meetings as well as the remaining transit operator comments.

Discussion:

Since Spring of 2013 when the last draft of the Mobility Management Plan circulated, the STA Board directed that several of the programs move into initial steps of implementation. This has been possible in large part by the availability of grant funding secured by the STA to implement mobility management services. The most urgent program to implement was the countywide ADA in-person assessment program. This was driven by a request by SolTrans. ADA eligibility processing was part of the SolTrans Scope of Work for the operating contract that expired June 2013. SolTrans went to bid for a new operating contractor. The RFP for this service deleted this task from the paratransit operator. The concept was that the transit agency would work with other agencies in the county to implement the in-person eligibility as soon as possible. On December 12, 2012, the STA Board authorized STA to issue a RFP for the provision of a countywide ADA eligibility program. STA released an RFP to secure a contractor to implement an in-person ADA Eligibility Assessment Program countywide. A contractor, CARE Evaluators, was selected and a countywide ADA in-person assessment program began in July 2013. This has been developed as a two-year pilot program and during the first six months over 600 assessments have been completed throughout the county.

Since the last draft of the Mobility Management Plan, the approach to a countywide Travel Training program was discussed further with the transit operators and a consensus reached: a countywide Travel Training program would be implemented through various operators. In summary, Vacaville City Coach will continue with their existing program, FAST and SolTrans would benefit from start-up assistance, and the balance of the county would utilize a centralized Travel Training program developed and administered by the STA. Travel Training complements the ADA in-person assessment program and there was interest in moving toward implementation once the in-person assessments began. In the Fall of 2013, a Travel Training scope of work was presented to the Consortium for review and a recommendation of approval by the STA Board. With the STA Board's approval, a Request for Proposals (RFP) was released in December 2013 and a contractor is expected to be selected in February 2014. Funding has been secured for countywide Travel Training to begin as a 3-year pilot program

Stakeholders involved with the Mobility Management plan expressed a strong interest in being able to access and share information about a wide range of transportation services delivered by not only transit operators but also non-profits, social services, private entities and others. A Mobility Management website had been identified as the forum for this information exchange. Working with the transit operators, a draft scope of work was prepared in anticipation of securing a contractor to create this website. In September 2013, the STA Board approved the scope of work and authorized a RFP be released. The information presented on the Mobility Management website would be similar to the information used by the Mobility Management Call Center. In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information program call center as a pilot program for three years. Staffing and equipment are in the process of being secured to launch the Mobility Management Call Center. The Call Center staff will also manage the Mobility Management website as well as the Older Driver Safety information program.

The draft Mobility Management Plan has now been updated to reflect the activity described above and is presented to the Consortium for information and review. The updated programs have been reviewed with the PCC in January 2014. The draft Plan will be presented to the Solano Senior and People with Disabilities meeting in February and return to the Consortium at the end of February for a recommendation to the STA Board.

Fiscal Impact:

In March 2012, the STA Board approved \$150,000 in State Transit Assistance funds (STAF) for Mobility Management Plan.

Recommendation:

Informational.

Enclosure:

- A. Draft Mobility Management Plan (v. January 2014)

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DATE: January 17, 2014
TO: STA TAC
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

The Solano County Mobility Management Program is a culmination of public input provided at 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 has been revised and updated with the most current information and is now in its draft form for final review. STA staff requests Solano transit operators to review the new brochure and provide final comments. Once suggested changes have been incorporated, STA expects to release the revised Solano Mobility Transportation Guide in February 2014.

Countywide In-Person ADA Eligibility Program Update

January 1st, 2014 marked the six month anniversary of the Countywide In-Person ADA Eligibility Program. The early meeting date of the Consortium in December, as a result of the holiday schedule, meant that the monthly progress report provided was from October. Since that time, STA staff has produced summary reports for the months of November (Attachment A) and December (Attachment B), and analyzed the first six months of the program for a mid-year review (Attachment C).

The month of November had 117 scheduled appointments, with 74 of those completing the process and receiving an evaluation. November had no violations of the 21 day ADA policy, and saw an improvement in the amount of day clients had to wait from the time of their assessment to receiving their ADA determination letter, with the average time decreasing from 19 days in October to 12 days in November.

The month of December had 111 scheduled appointments, with 76 of those completing the process and receiving an evaluation. December had no violations of the 21 day ADA policy and the average days clients waited increased slightly over November from 12 days to 14 days. STA staff and SolTrans are attempting to identify a new assessment site in place of the Vallejo Transit Center, due to space constrictions and upcoming construction at the 1850 Broadway facility.

From July 1, 2013 to December 31, 2013, CARE Evaluators scheduled 867 interviews and conducted 607 evaluations in Solano County. During this 6-month period, CARE had to manage staff turnover and violations of the 21 day ADA policy for determination letters during the first four months of the contract. CARE, and local transit operators are working together to overcome the implementation and scheduling challenges presented. CARE Evaluators have been active in responding to problems and addressing concerns raised by STA and individual transit operators which has led to a functional and improving working relationship. Looking forward, STA will continue to closely mentor the program and provide open communication and assistance as requested.

Starting in September 2013, comment cards were distributed to all clients after their assessment and beginning in November comment cards were included in packets being mailed out with determination letters. From October to December the STA has received 42 comment cards. Of the 42 comment cards received, 35 (83%) of them ranked the customer service as “Highly Satisfied,” 5 (11%) ranked the customer service as “Satisfied,” and 2 (5%) ranked the customer service as “Neutral.”

Mobility Management Website

The Website Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. Proposals were due to the STA on January 9, 2014. STA received 7 proposals and scheduled 6 firms for interviews on Tuesday, January 15th. The interview panel unanimously selected MIG to develop the Mobility Management Website. The project is scheduled to commence in February 2014 and is expected to be implemented by April 2014.

Countywide Travel Training

The Travel Training Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. Proposals were due to the STA on January 15, 2014. The STA received 3 proposals and has scheduled all 3 for interviews for Wednesday, January 22nd. The project is scheduled to commence in February 2014 and is expected to be implemented by May 2014.

Recommendation:

Informational.

Attachment:

- A. Countywide ADA In-Person Eligibility - November Progress Report
- B. Countywide ADA In-Person Eligibility – December Progress Report
- C. Countywide ADA In-Person Eligibility – Mid-Year Progress Report

Countywide In-Person ADA Eligibility Program November 2013 Progress Report

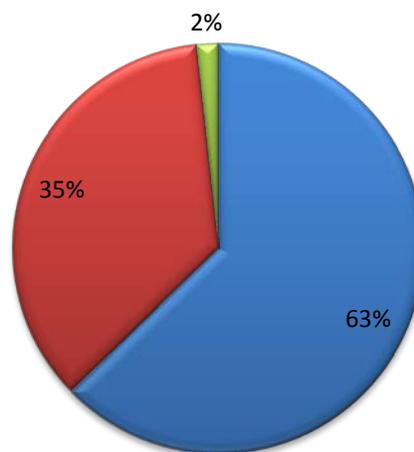
Applicant Volume and Productivity: Applicant volume and total number of assessments for the month of November decreased from October. Between November 1st and November 30th, the Call Center scheduled 117 appointments, with a total 74 assessments taking place. Of the 117 scheduled appointments, 74 (63%) of the applicants appeared for their in-person assessment, two applicants were a no show, and 42 (35%) were cancellations. No shows and cancellations provides an incompleteness rate of 37%, which is higher than last month, and above to the 20% national standard for in-person ADA certification assessments incompleteness rate.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	74	3	22	0	25	24
Cancellations	42	0	13	0	16	13
No-Shows	2	0	0	0	0	2
Incompletion Rate	37%	0%	37%	0%	39%	38%

Applicant Volume and Productivity

■ Completed
 ■ Cancellations
 ■ No-Shows

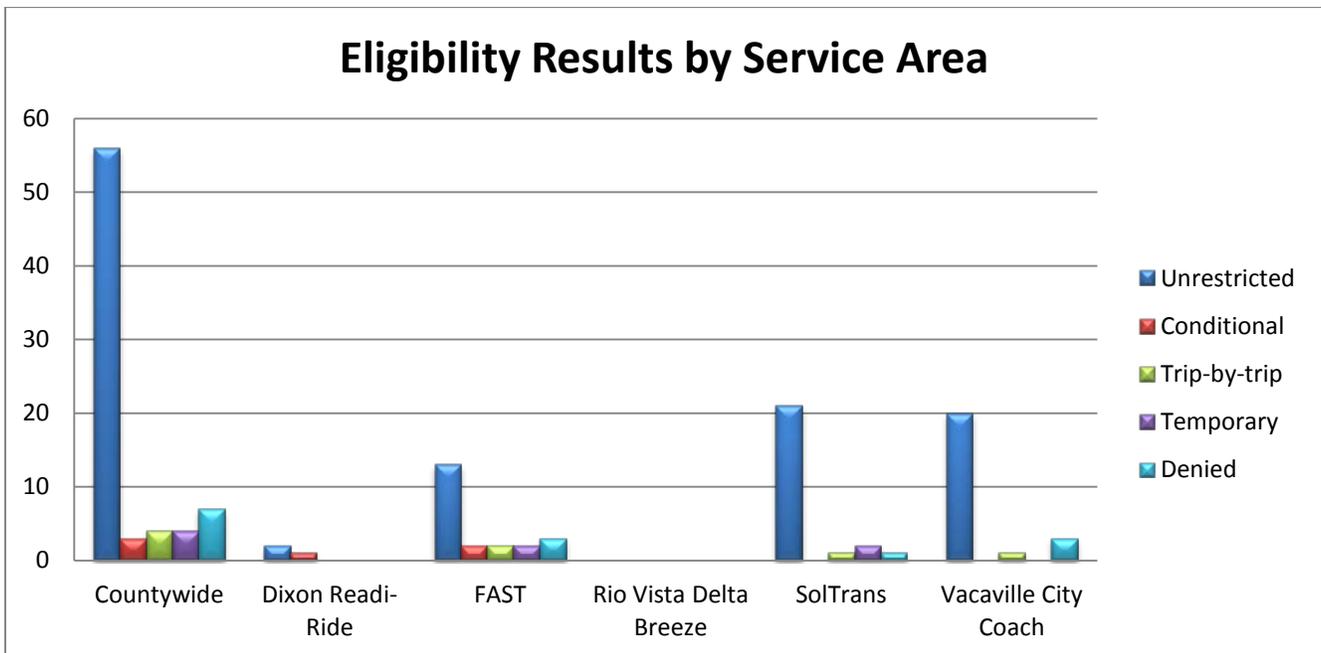


New versus re-certification: The percentage of new applicants increased greatly over the previous months. 68 of the 74 applicants (92%) were new applicants and 6 (8%) were applicants seeking recertification. All seven (7) denials from the 74 completed applications came from the new applicant category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	51	75%	Unrestricted	5	83%
Conditional	3	4%	Conditional	0	0%
Trip-by-trip	3	4%	Trip-by-trip	1	17%
Temporary	4	6%	Temporary	0	0%
Denied	7	10%	Denied	0	0%
TOTAL	68	92%	TOTAL	6	8%

Eligibility determinations: Of the 74 assessments that took place in the month of November, 56 (75%) were given unrestricted eligibility, 4 (3%) were denied, 1 (1%) were given trip-by-trip eligibility, 9 (8%) were given conditional eligibility, and 11 (10%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	56	2	13	0	21	20
Conditional	3	1	2	0	0	0
Trip-by-trip	4	0	2	0	1	1
Temporary	4	0	2	0	2	0
Denied	7	0	3	0	1	3
TOTAL	74	3	22	0	25	24

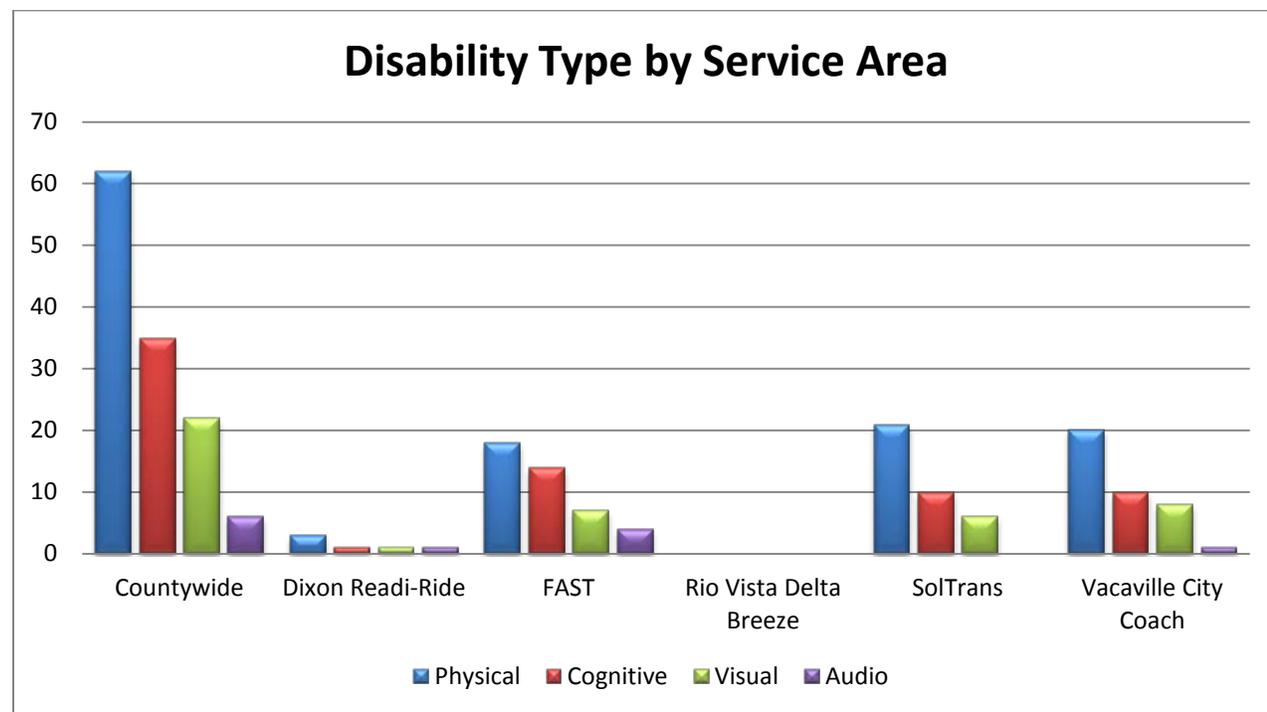


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Sixty-two percent (62%) of all assessments requested a paratransit trip to the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

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	35	1	7	0	9	18
Complementary Paratransit	38	2	15	0	15	6
Paratransit %	52%	67%	68%	0%	63%	25%

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (49%) followed by cognitive disability (28%) and visual disability (18%). An auditory disability was the least commonly reported disability, with (9%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	62	3	18	0	21	20
Cognitive	35	1	14	0	10	10
Visual	22	1	7	0	6	8
Audio	6	1	4	0	0	1



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the month of November was approximately seven (7) days; this is an increase in wait time from October when the average was five (5) days. The longest amount of time clients had to wait for an appointment in November was 19 days; which is an improvement from last month which saw the longest at 21 days. Of the 74 assessments that took place, 14 of them (19%) had to wait longer than 10 business days from their scheduling to their appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call (10 business days).

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	7	1	5	0	4	11
Longest	19 (2 clients)	1	17	0	16	19
Past 10 Business Days	14					
% of Clients Past 10 Business Days	19%					

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter in the month of November was 12 days; an improvement from 19 days in October. There were zero (0) violations of the 21 day ADA determination letter policy in the month of November. The longest an applicant had to wait for their determination letter was 20 days. STA staff will continue to monitor performance in order to ensure compliance with terms of the contract. Overall, 25 out of the 74 (33%) applicants had to wait longer than 15 days for their determination letter.

Looking forward, wait times for determination letter has declined from around 20 days in the beginning of November to less than 10 days by the end of November.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	12	15	12	0	13	10
Longest	20 (8 clients)	18	19	0	20	18
Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	25					
% of Clients Past 15 Days	67%					
% of Clients Under 15 Days	33%					

Comment Card Summary: There were a total of 11 ADA Comment Cards received by the STA during the month of November. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	11	(FAST 4, SolTrans 3, Vacaville 3, Dixon 1)
Satisfied	2	(Fast 1, SolTrans 1)
Neutral	0	
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	13	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of eleven (11) reminder cards mailed out in the month of November. This number is smaller than usual due to CARE Evaluators staff turnover and holidays.

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Countywide In-Person ADA Eligibility Program December 2013 Progress Report

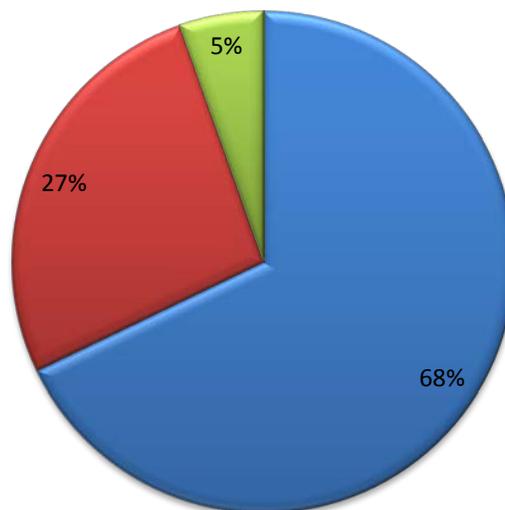
Applicant Volume and Productivity: Applicant volume for the month of December decreased from November, while total number of assessments increased slightly. Between December 1st and December 31st, the Call Center scheduled 111 appointments, with a total 76 assessments taking place. Of the 111 scheduled appointments, 76 (68%) of the applicants appeared for their in-person assessment, six applicants were a no show, and 30 (27%) were cancellations. No shows and cancellations provides an incompleteness rate of 32%, which is lower than last month, and above to the 20% national standard for in-person ADA certification assessments incompleteness rate.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	76	3	32	0	26	15
Cancellations	30	0	16	0	9	5
No-Shows	6	0	3	0	1	2
Incompletion Rate	32%	0%	37%	0%	28%	32%

Applicant Volume and Productivity

■ Completed
 ■ Cancellations
 ■ No-Shows

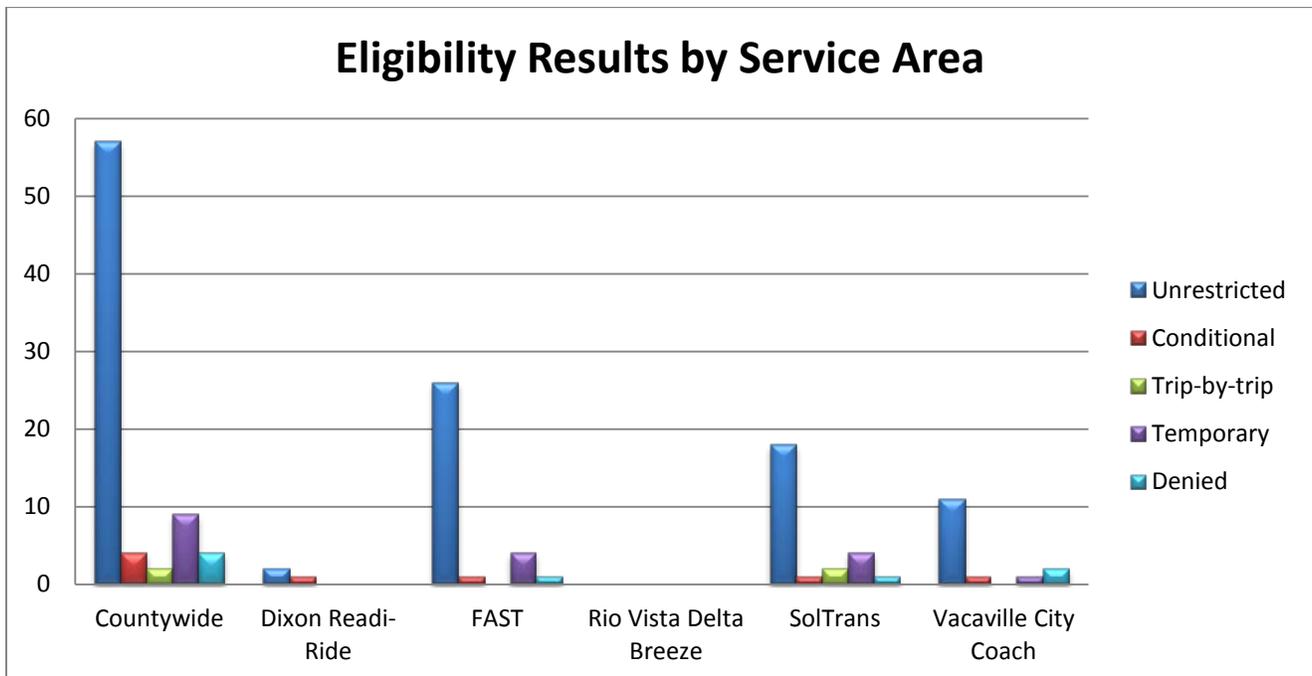


New versus re-certification: The percentage of new applicants increased greatly over the previous months. 75 of the 76 applicants (99%) were new applicants and 1 (1%) were applicants seeking recertification. All four (4) denials from the 76 completed applications came from the new applicant category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	57	76%	Unrestricted	0	0%
Conditional	3	4%	Conditional	1	100%
Trip-by-trip	2	3%	Trip-by-trip	0	0%
Temporary	9	12%	Temporary	0	0%
Denied	4	5%	Denied	0	0%
TOTAL	75	99%	TOTAL	1	1%

Eligibility determinations: Of the 76 assessments that took place in the month of November, 57 (75%) were given unrestricted eligibility, 4 (5%) were denied, 2 (3%) were given trip-by-trip eligibility, 4 (5%) were given conditional eligibility, and 9 (12%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	57	2	26	0	18	11
Conditional	4	1	1	0	1	1
Trip-by-trip	2	0	0	0	2	0
Temporary	9	0	4	0	4	1
Denied	4	0	1	0	1	2
TOTAL	76	3	32	0	26	15

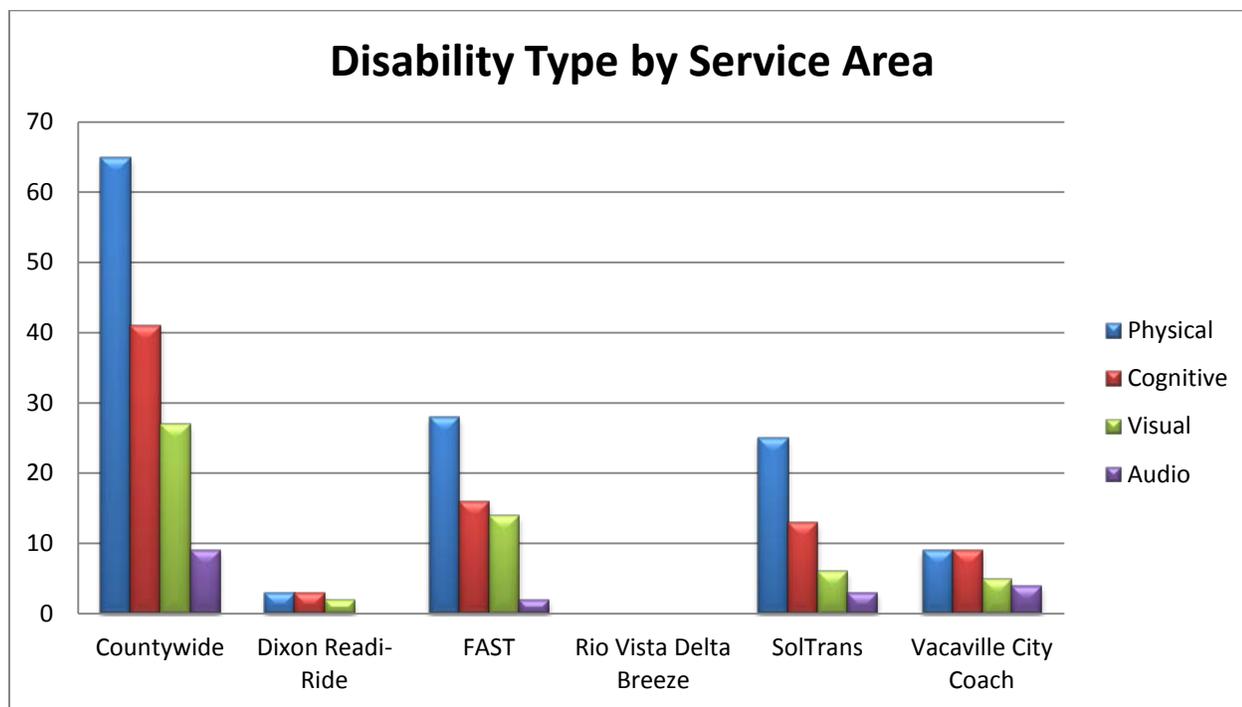


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Thirty-nine percent (39%) of all assessments requested a paratransit trip to the assessment site in November. This is a decrease from fifty-three percent (53%) in November

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	46	1	17	0	15	13
Complementary Paratransit	30	2	15	0	11	2
Paratransit %	39%	67%	47%	0%	42%	13%

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (45%) followed by cognitive disability (29%) and visual disability (19%). An auditory disability was the least commonly reported disability, with (6%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	65	3	28	0	25	9
Cognitive	41	3	16	0	13	9
Visual	27	2	14	0	6	5
Audio	9	0	2	0	3	4



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the month of December was approximately six (6) days; this is a decrease in wait time from November when the average was seven (7) days. The longest amount of time clients had to wait for an appointment in December was 24 calendar days. This wait was extended due to the client rescheduling their appointment twice, without canceling. If a client does not cancel an appointment and only reschedules, the “time from scheduling to appointment” does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	6	1	7	0	6	5
Longest	24 (1 client)	1	21	0	24	13
Past 10 Business Days	11					
% of Clients Past 10 Business Days	14%					

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter in the month of December was 14 days; an increase from 12 days in November. The longest an applicant had to wait for their determination letter was 18 days. Almost one-quarter (27%) of all clients had to wait more than 15 days for their determination letter. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	14	13	15	0	13	13
Longest	18 (1 Client)	17	17	0	15	18
# of Clients Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	21					
% of Clients Past 15 Days	73%					
% of Clients Under 15 Days	27%					

Comment Card Summary: There were a total of 9 ADA Comment Cards received by the STA during the month of December. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	5	(FAST 2, Vacaville 2, SolTrans 1)
Satisfied	2	(SolTrans 1, FAST 1)
Neutral	2	(FAST 1, Vacaville 1)
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	9	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of twenty-two (22) reminder cards mailed out in the month of December. This number is smaller than usual due to the holidays.

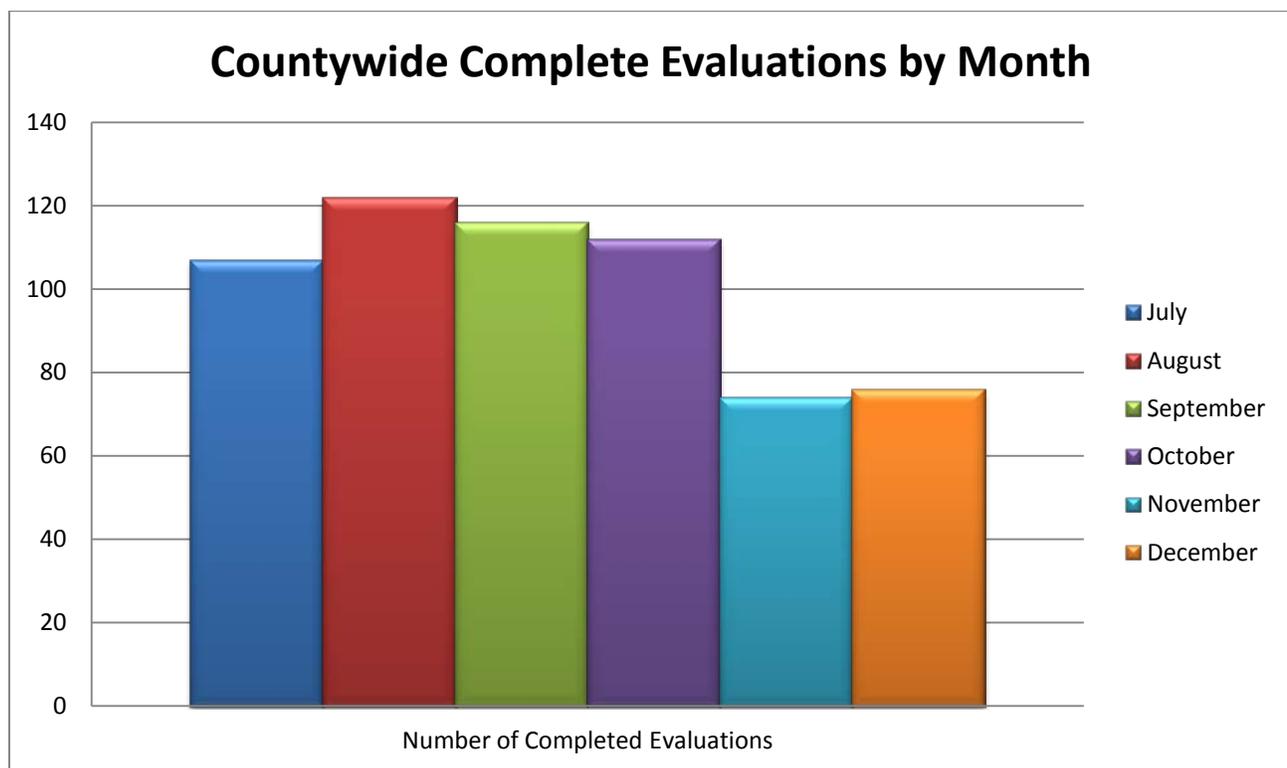
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Countywide In-Person ADA Eligibility Program Mid-Year Progress Report

Applicant Volume by Month: From July 1, 2013 to December 31, 2013, CARE Evaluators scheduled 867 interviews and conducted 607 evaluations in Solano County. The total number of evaluations completed peaked in August and has since decreased nearly every month afterwards. It can also be expected that November and December evaluation totals would be slightly lower than other months due to the holidays. It was suggested by CARE Evaluators that the total number of evaluations would decrease from the higher numbers found in the initial months due to the outreach conducted at the beginning of the program.

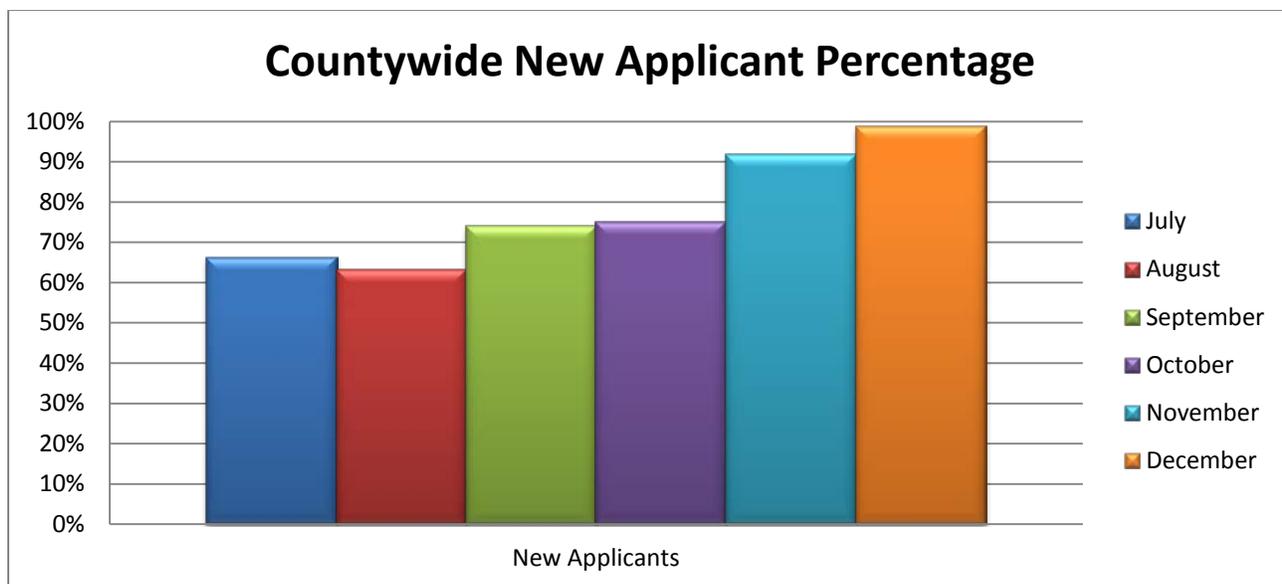
Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	607	18	206	3	235	145
Cancellations	216	2	73	0	91	51
No-Shows	43	3	7	0	20	13
Incompletion Rate	30%	22%	28%	0%	32%	31%



New versus re-certification: From July 1, 2013 to December 31, 2013, the percentage of new applicants over recertifying applicants increased nearly every month. 461 of the 607 applicants (76%) were new applicants and 146 (24%) were applicants seeking recertification. In July 66% of applicants were new, in December 99% of applicants were new.

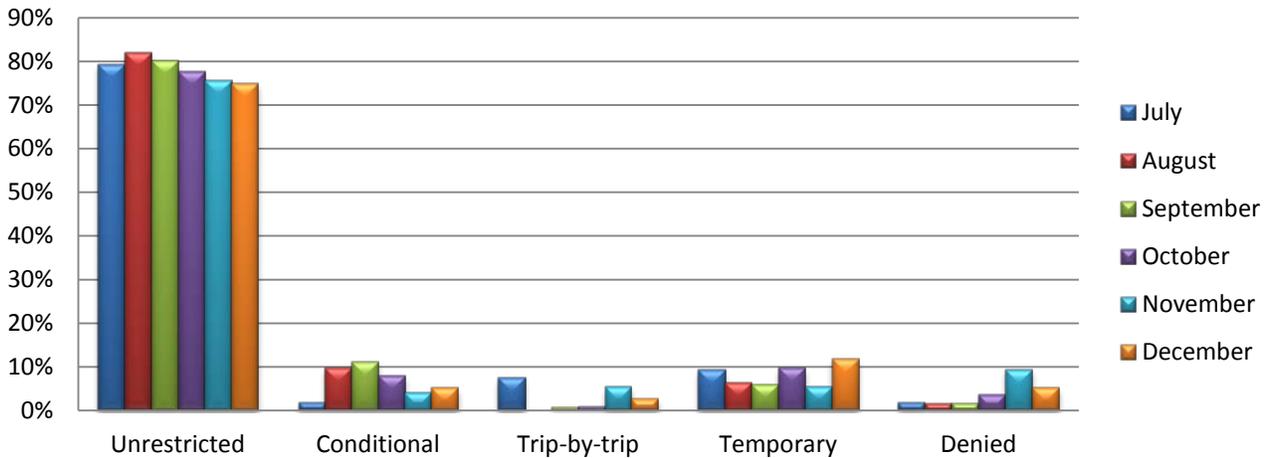
Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	356	77%	Unrestricted	122	84%
Conditional	32	7%	Conditional	11	8%
Trip-by-trip	14	3%	Trip-by-trip	2	1%
Temporary	42	9%	Temporary	7	5%
Denied	17	4%	Denied	4	3%
TOTAL	461	76%	TOTAL	146	24%



Eligibility determinations: Of the 607 assessments that took place from July 1st to December 31st, 478 (78%) were given unrestricted eligibility, 21 (3%) were denied, 16 (3%) were given trip-by-trip eligibility, 43 (7%) were given conditional eligibility, and 49 (8%) were given temporary eligibility. The trend shows that the percentage of clients determined to be unrestricted has declined almost every month since the start of the program.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	478	13	163	3	190	109
Conditional	43	5	11	0	8	19
Trip-by-trip	16	0	3	0	7	6
Temporary	49	0	19	0	25	5
Denied	21	0	10	0	5	6
TOTAL	607	18	206	3	235	145

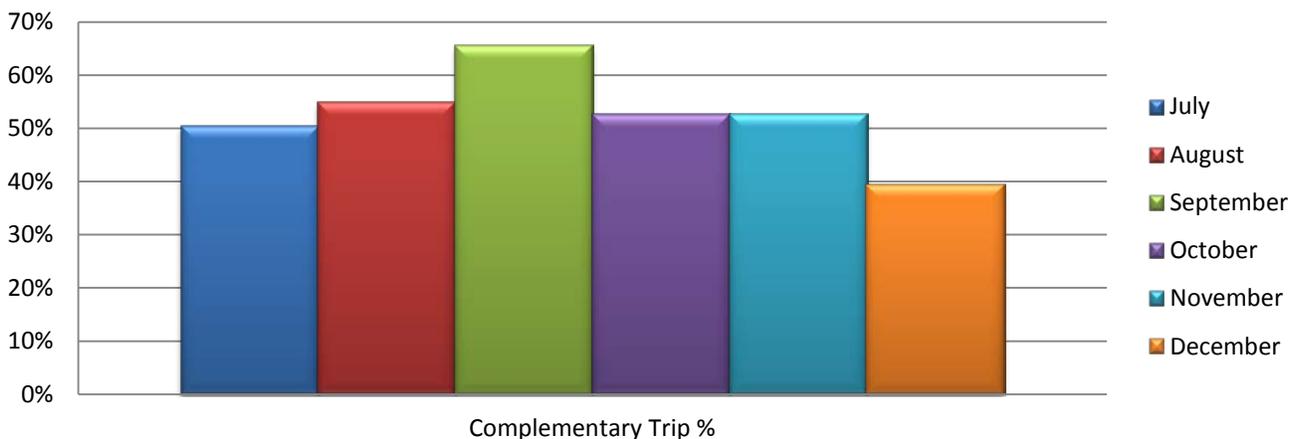
Countywide Eligibility Results by Month



Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Through the first six months of the program, 55% of all assessments requested a paratransit trip to the assessment site. The trend shows a decreasing percentage of applicants requesting a paratransit ride.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	272	4	91	3	91	83
Complementary Paratransit	335	14	115	0	144	62
Paratransit %	55%	78%	56%	0%	61%	43%

Countywide Complementary Ride Request Percentage

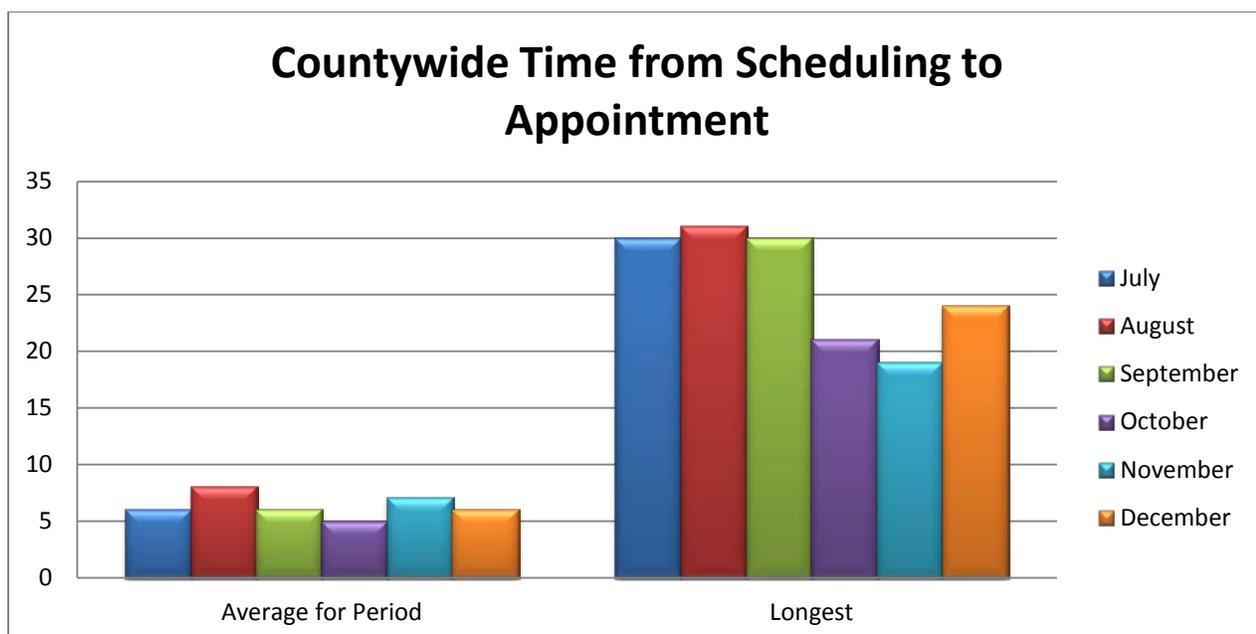


Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (52%) followed by cognitive disability (22%) and visual disability (20%). An auditory disability was the least commonly reported disability, with (6%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	558	16	192	3	227	124
Cognitive	238	10	80	1	99	57
Visual	214	5	71	2	82	57
Audio	63	1	26	0	17	17

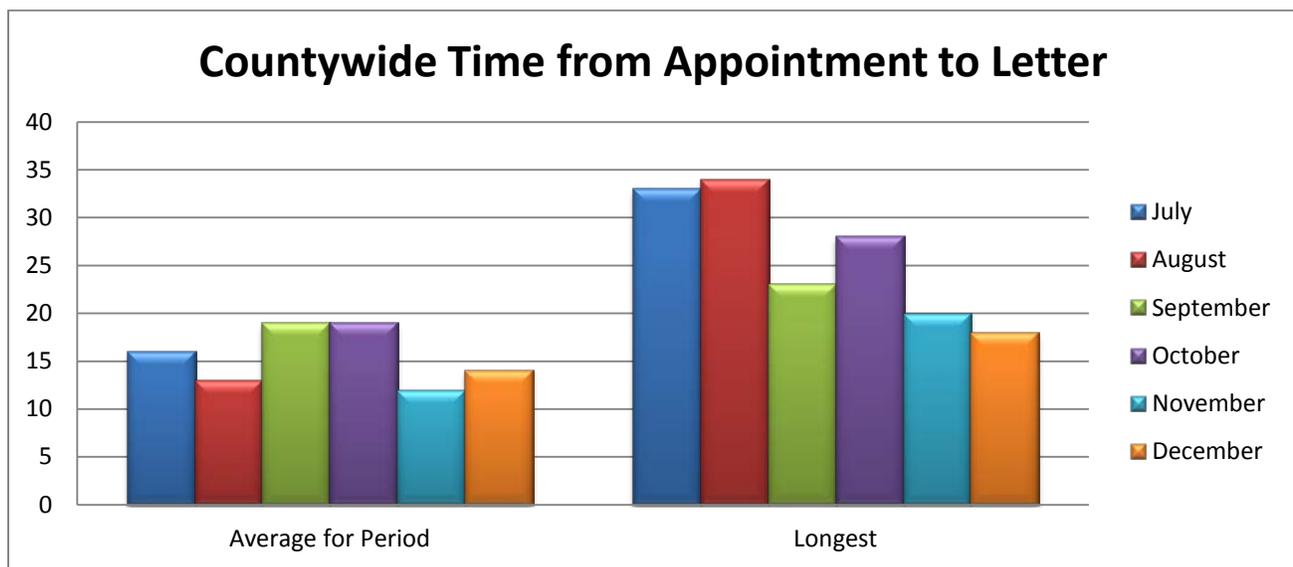
Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the first 6 months of the program was approximately six (9) days. The longest amount of time a client had to wait for an appointment was 31 calendar days. This wait was extended due to the client rescheduling their appointment twice, without canceling. If a client does not cancel an appointment and only reschedules, the “time from scheduling to appointment” does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	9	3	10	4	9	7
Longest	31	20	15	13	31	19



Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter for the first six months of the program was 16 days. The longest an applicant had to wait for their determination letter was 34 days. There is a requirement that all ADA determination letter must be mailed out to clients within 21 days of their evaluation. CARE Evaluators had 12 violations of this requirement from July – October. There were no violations of the 21 day ADA policy in November or December. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Avg for Period	16	15	16	4	16	14
Longest	34	19	23	15	34	22
# of Clients Past 21 Days	12	0	1	0	10	1



Comment Card Summary: There were a total of 42 ADA Comment Cards received by the STA between October and December. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	35	(FAST 12, SolTrans 11, Vacaville 9, Dixon 3)
Satisfied	5	(SolTrans 3, FAST 2)
Neutral	2	(FAST 1, Vacaville 1)
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	42	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of eighty (80) reminder cards mailed out between October and December.

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DATE: January 22, 2014
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

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

Attachments:

- A. Pedestrian Advisory Committee (PAC), Draft Minutes of December 12, 2013

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**Pedestrian Advisory Committee (PAC)
Meeting Minutes of
December 12, 2013
6:00 – 7:30 p.m.**

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

1. CALL TO ORDER

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

- | | | |
|-------------------------|--|--|
| MEMBERS PRESENT: | Bil Paul, Vice Chair
Tamer Totah
Kevin McNamara
Christian Ogden | City of Dixon
City of Fairfield
City of Rio Vista
Solano Community College |
| MEMBERS ABSENT: | Mike Hudson, Chair
Kathy Hoffman
Maureen Gaffney
Pete Turner
Shannon Lujan | City of Suisun City
Bay Area Ridge Trail Council
San Francisco Bay Trail
City of Benicia
City of Vacaville |
| STAFF PRESENT | Sofia Recalde
Nancy Abruzzo | STA, Associate Planner
STA, Administrative Assistant |
| ALSO PRESENT: | Nick Burton
M. Naser Baig | Solano County
Solano Community College |

2. CONFIRM QUORUM
A quorum was confirmed.

3. APPROVAL OF AGENDA
On a motion by PAC Member McNamara and a second by PAC Member Totah the PAC unanimously approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT
None presented.

5. STA PAC MEETING MINUTES OF October 17, 2013

On a motion by PAC Member McNamara and a second by PAC Member Ogden the PAC unanimously approved the meeting minutes with one abstention from PAC Member Paul.

6. PRESENTATIONS

A. Suisun Valley Farm to Market

Nick Burton, Solano County, provided an overview of the Suisun Valley Farm to Market project. Mr. Burton explained that the Farm to Market project is a plan of class II bike routes and pedestrian improvements that will connect City of Fairfield residents to the surrounding areas of agricultural businesses and agro-tourist locations in Suisun Valley. Mankas Corners would be the bulk of the pedestrian improvements. The plan is to enhance the area by putting in some pedestrian paths, benches, entry signs, and historical markers. He further noted that decorative concrete with crosswalks would be installed. This portion of the project is estimated at \$365,000. A large portion of the project is connecting the Mankas Corners area with the class II bike routes. The total project cost is estimated at \$6 million. The county plans to outreach to businesses and residents for their comments and ideas. This is the early phase of the project and the county is just getting started with the environmental process with Caltrans. The plan may change as the county takes comments and ideas.

B. Active Transportation Program Update

Sofia Recalde presented the Active Transportation Program Update. Ms. Recalde provided an overview of the Active Transportation Program. She stated this is a new law that was signed by the state in September 2013 that funds pedestrian and bicycle programs only. The California Transportation Commission is being tasked with developing guidelines to create program structure. The new law will consolidate the state and federal programs into one funding program. The state and federal money that make up the total annual funding for this program will produce approximately \$120 million a year for bicycle and pedestrian projects. Ms. Recalde indicated that Safe Routes to School will be a standalone program with a minimum of \$24 million available for that program. The California Transportation Commission will adopt the Draft Active Transportation guidelines by March 20, 2014. In February STA will review with the PAC the priority projects list and determine if one of these projects should be recommended.

7. ACTION ITEMS

A. PAC Officer Elections

Due to a lack of PAC member attendance this item has been moved to the next PAC meeting scheduled on February 20, 2014.

Recommendation:

Elect a PAC Chair and Vice Chair for the 2014 calendar year

On a motion by PAC Member McNamara and a second by PAC Member Paul the PAC unanimously approved this item be moved to the next PAC meeting.

B. PAC Membership Roster

Sofia Recalde presented the PAC Membership Roster. Ms. Recalde stated that STA had been tasked with contacting the non-city agencies that have not been in attendance or their member seats have been difficult to fill. She stated that she contacted the five agencies in question which are the Solano Land Trust, Tri City and County Cooperative Planning Group, Solano

Agricultural Commission, Solano Community College and the San Francisco Bay Trail. The outcome was the Solano Community College nominated Christian Ogden to the PAC, the Tri City and County Cooperative Planning Group is in the process of nominating a member and the San Francisco Bay Trail, Solano Land Trust and the Solano Agricultural Commission have requested to be taken off of the roster.

Recommendation:

Forward a recommendation to the STA Board to remove the following agencies from the PAC membership roster:

1. Solano Land Trust,
2. Solano County Agricultural Commission, and
3. San Francisco Bay Trail

On a motion by PAC Member Ogden and a second by PAC Member McNamara the STA PAC unanimously approved the recommendation.

8. INFORMATIONAL ITEMS –DISCUSSION

A. Comprehensive Transportation Plan: Draft Active Transportation Element

Sofia Recalde presented the Comprehensive Transportation Plan: Draft Active Transportation Element. Ms. Recalde noted the element focuses on bicycle and pedestrian activities, Safe Routes to Schools, alternative fuels and land uses that support bicycle and pedestrian activities. She noted the draft plan indicates the current state of the system and where Solano County hopes to be in the future. Ms. Recalde stated the deadline to provide comment is December 13, 2013. She asked the committee members for any feedback. The committee members had no comments.

B. Priority Conservation Area (PCA) Update

Sofia Recalde presented the Priority Conservation Area (PCA) Update. Ms. Recalde explained the Priority Conservation Areas are locally identified areas for conservation which provide important agricultural, natural resources, historical scenic, cultural, recreational, and/or ecological values and ecosystem functions. She noted the STA staff proposes to issue a Request for Proposal to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. The RFP will go to the STA Board in January 2014 for approval. Once a consultant has been obtained a working group comprised of individuals from the agricultural and recreation areas will be formed.

C. Bay Trail/Vine Trail Update

Sofia Recalde presented the Bay Trail/Vine Trail Update. Ms. Recalde stated that the Bay Trail/Vine Trail is looking to close a bicycle gap in Vallejo. The STA Board approved a grant application for \$50,000 to help fund the Bay Trail/Vine Trail Feasibility Study and Preliminary Engineering. The purpose of the study is to determine the scope of the gap closure and determine the costs. The Request for Proposal (RFP) will be going out late December 2013.

9. INFORMATIONAL ITEM –NO DISCUSSION

A. Funding Opportunities

10. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

- PAC Officer Elections
- Solano Land Trust
- Rockville Hills Trails

11. ADJOURNMENT

The meeting was adjourned at 7:40 p.m. The next meeting of the STA PAC is currently scheduled for **Thursday, February 20, 2014.**

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

DRAFT



**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, January 8, 2014**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiplat, STA Clerk of the Board
RE: Summary of Actions of the January 8, 2014 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of January 8, 2014. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

ACTION – FINANCIAL ITEMS

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

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.

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

B. Solano Rail Facilities Plan Update

Recommendation:

Approve the following:

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

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

ACTION – NON-FINANCIAL ITEMS

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

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.

FAST staff presented a PowerPoint outlining the basis for proposed fare adjustments to SolanoExpress Routes 20, 30, 40, and 90. FAST received authorization from the STA Board to hold public information meetings 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. The STA Board requested that FAST provide a summary of public comments and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014. FAST has scheduled public information meetings on January 27, 28, and 29 to seek public comment.

STA Board members indicated they would want assurance that FAST, as a condition of the STA Board approving SolanoExpress fare increases, would establish a reserve for intercity bus purchases and that the City of Fairfield would move forward with a paid parking program for the Fairfield Transportation Center as specified in the recently approved FAST Short Range Transit Plan. The STA Board also requested that information about a future paid parking program be provided at the public outreach meetings.

On a motion by Board Member Spring, and a second by Board Member Price, the STA Board conditioned their approval based on the subsequent action of the Fairfield City Council.

B. STA's Draft 2014 Legislative Priorities and Platform

Recommendation:

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

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

C. Bicycle Project List Discussion and Prioritization

Recommendation:

Release the Draft 2013 Solano CMP to MTC for review and comment as provided for in Attachment B.

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

D. Pedestrian Project List Discussion and Prioritization

Recommendation:

Adopt the following:

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

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

E. Selection of 2014 STA Chair and Vice Chair

Consistent with STA's Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2013. Following the selection, the newly appointed Board Chair will be asked to designate members of the Board to serve on the 2014 Executive Committee.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2014 commencing with the STA Board Meeting of February 12, 2014;

On a motion by Board Member Spring, and Board Member Batchelor, the STA Board unanimously approved the selection of Osby Davis (City of Vallejo) as Chair.

2. Selection of the STA Vice Chair for 2014 commencing with the STA Board Meeting of February 12, 2014;

On a motion by Board Member Spring, and Board Member Price, the STA Board unanimously approved the selection of Elizabeth Patterson (City of Benicia) as Vice-Chair.

3. Request the new Chair designate the STA Executive Committee for 2014.

Newly Elected Chair Davis designated the STA Executive Committee for 2014 as follows:

- Elizabeth Patterson, City of Benicia as Vice-Chair
- Steve Hardy, City of Vacaville
- Jim Spering, County of Solano

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 K.

A. Minutes of the STA Board Meeting of December 11, 2013

Recommendation:

Approve STA Board Meeting Minutes of December 11, 2013.

B. Draft Minutes of the Technical Advisory Committee (TAC) Meeting of December 18, 2013

Recommendation:

Approve Draft TAC Meeting Minutes of December 18, 2013.

C. Bicycle Advisory Committee (BAC) Appointments

Recommendation:

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

D. Pedestrian Advisory Committee (PAC) Appointments

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.

E. Compressed Natural Gas (CNG) Feasibility Study for 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 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.

F. Priority Conservation Areas (PCA) Assessment and Implementation Plan Disadvantage Business Enterprise (DBE) Goal

Recommendation:

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

G. North Connector Project – Accept Project Completion

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.

H. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project – Design Service – Mark Thomas & Company

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.

I. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project - Project Management Services – PDM Group

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.

J. Contract Amendment - Coordinated Short Range Transit Plan (SRTP)/Intercity Transit Corridor Update

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.

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

Recommendation:

Authorize the Executive Director to execute a third contract amendment with KPMG 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.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spering presented and provided an update to the development and guideline process of the Regional Cap and Trade Funding Framework and Project Selection.

REPORT FROM CALTRANS

Dan McElhinney, Deputy Director, Caltrans District 4 and Kevin Chen, Kittelson and Associates, Inc., presented the Stage 1 Implementation of the Solano I-80 Ramp Metering (Eastbound).

REPORT FROM STA

- A. STA Highlights of 2013 was presented by Chair Hardy
- B. State Legislative Update was presented by Josh Shaw, Shaw/Yoder/Antwih, Inc.
- C. Directors Report
 - 1. Planning
 - 2. Projects
 - 3. Transit/Rideshare

INFORMATIONAL

- A. STA Regional Transportation Impact Fee (RTIF) Implementation**
- B. MTC's Adopted Regional Cap and Trade Program**
- C. Local Project Delivery Update**
- D. Mobility Management Program Update**
- E. Regional Vanpool Campaign**
- F. Summary of Other Funding Opportunities**
- G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

BOARD MEMBER COMMENTS

None presented.

ADJOURNMENT

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



DATE: January 22, 2014
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 12	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
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 th Annual Awards	TBD - Vallejo	Confirmed
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., December TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative