



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

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

ITEM

STAFF PERSON

- 1. CALL TO ORDER
2. APPROVAL OF AGENDA
3. OPPORTUNITY FOR PUBLIC COMMENT
4. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF
5. CONSENT CALENDAR
A. Minutes of the TAC Meeting of March 26, 2014
B. City of Fairfield's SolanoExpress Schedules Funding Request

TAC MEMBERS

Table with 8 columns: Mike Roberts (City of Benicia), Joe Leach (City of Dixon), George Hicks (City of Fairfield), Dave Melilli (City of Rio Vista), Dan Kasperson (City of Suisun City), Steve Hartwig (City of Vacaville), David Kleinschmidt (City of Vallejo), Matt Tuggle (County of Solano)

- C. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - May 2014** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the following the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.
Pg. 15

- D. Jepson Parkway Project Update and Funding Agreement Approval** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to approve the Restated Jepson Parkway Funding Agreement between the STA and the City Vacaville.
Pg. 21

6. ACTION FINANCIAL ITEMS

- A. Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the STA Public Private Partnership (P3) Feasibility Report of Solano County Transit Centers.
(1:50 – 2:00 p.m.)
Pg. 25

7. ACTION NON FINANCIAL ITEMS

- A. Legislative Update** Jayne Bauer
Recommendation:
Forward a request to the STA Board for support of Senate Bill 1151 (Canella) increasing safety for school students.
(2:00 – 2:05 p.m.)
Pg. 27

- B. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation** Elizabeth Richards
Recommendation:
Recommend forwarding the attached summary of comments from the SolanoExpress Transit Consortium to the STA Board regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G.
(2:05 – 2:10 p.m.)
Pg. 63

- C. Jepson Parkway Concept Plan Update** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the updated Jepson Parkway Concept Plan.
(2:10 – 2:15 p.m.)
Pg. 85

D. Active Transportation Program (ATP) Project – Support by STA Sofia Recalde
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to sign letters of support for the Solano County Suisun Valley Farm to Market, STA Safe Routes to School, and Vallejo Downtown Pedestrian Enhancements Projects.
(2:15 – 2:20 p.m.)
Pg. 87

E. Solano County Priority Development Area Investment and Growth Strategy - 1 Year Update Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy Update memo as shown in Attachment B.
(2:20 – 2:30 p.m.)
Pg. 89

8. INFORMATIONAL ITEMS – DISCUSSION

A. Regional Transportation Impact Fee (RTIF) Update Robert Guerrero
(2:30 – 2:40 p.m.)
Pg. 97

B. Discussion of Draft Solano County Annual Pothole Report Anthony Adams
(2:40 – 2:55 p.m.)
Pg. 101

INFORMATIONAL ITEMS – NO DISCUSSION

C. Intercity Transit Funding Working Group FY 2014-15 Nancy Whelan
Pg. 103

D. Intercity Paratransit Service Assessment Update Nancy Whelan
Pg. 107

E. Mobility Management Program Update - In-Person ADA Eligibility- Tiffany Gephardt
Pg. 109

F. Mobility Management Call Center Update Debbie McQuilkin
Pg. 117

G. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15 Susan Furtado
Pg. 119

H. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report Judy Kowalsky
Pg. 125

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| I. Draft Meeting Minutes of STA Advisory Committees
Pg. 127 | Johanna Masiclat |
| J. STA Board Meeting Highlights of April 9, 2014
Pg. 139 | Johanna Masiclat |
| K. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2014
Pg. 143 | Johanna Masiclat |

9. UPCOMING AGENDA ITEMS

A. May

1. Discussion of Soundwall Retrofit Policy Update
2. Transit Corridor Study Service Option and Capital Priorities
3. Discussion of Transit Element of CTP
4. Draft STA Overall Work Program for 2014-15 and FY 2015-16
5. TDA Article 3 Funding Priorities for FY 2014-15
6. Project Update: Future Phases of I-80 Interchange – Bike Facilities
7. TFCA Funding Update
8. CTSA Designation

B. June

1. Solano County Annual Pothole Report – Approve Public Release
2. CNG Update
3. OBAG Projects Update #2
4. SoHip Update – Status of Ramp Metering Implementation
5. Discussion of Arterials Element of CTP
6. Adoption of CTP - Transit Element
7. YSAQMD Update
8. Approval of STA’s Overall Work Plan for FY 2014-15 and FY 2015-16

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 28, 2014.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
March 26, 2014

1. CALL TO ORDER

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

TAC Members Present:

Mike Roberts	City of Benicia
Jason Riley	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
Sam Kumar	City of Vallejo
Nick Burton	Solano County

TAC Members Absent:

Joe Leach	City of Dixon
Dan Kasperson	City of Suisun City
David Kleinschmidt	City of Vallejo
Matt Tuggle	County of Solano

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

Anthony Adams	STA
Janet Adams	STA
Robert Guerrero	STA
Daryl Halls	STA - <i>Joined meeting at 1:40 p.m.</i>
Liz Niedziela	STA
Sofia Recalde	STA
Andrew Hart	STA

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

Adam Noelting	MTC
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2. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by Steve Hartwig, the STA TAC approved the agenda with an action to table Agenda Item 7.B, Mobility Management, Consolidated Transportation Services Agency (CTSA) Designation for Solano County until a future meeting.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Robert Guerrero provided an update to the Ramp Metering Phase 2 project.

5. CONSENT CALENDAR

On a motion by Amanda Dum, and a second by George Hicks, the STA TAC approved Consent Calendar Items A and B to include minor modifications to the meeting minutes of February 26, 2014 (Amanda Dum attended the meeting in Dan Kasperson's absence.)

A. Minutes of the TAC Meeting of February 26, 2014

Recommendation:

Approve TAC Meeting Minutes of February 26, 2014.

B. SolanoExpress Intercity Transit Consortium 2014 Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2014 Work Plan as shown on Attachment A.

6. ACTION FINANCIAL ITEMS

A. Fairfield/Vacaville Intermodal Station Project – Federal TIGER Grant

Janet Adams reviewed the current cost of the Fairfield/Vacaville Intermodal Station Project cost which is estimated at \$81.5 million with a funding shortfall for the full \$81.5M. As a result, the STA and the City of Fairfield are proposing to submit a US Department of Transportation - Round 6 Transportation Investment Generating Economic Recovery (TIGER) grant application. She noted that the grant applications are due on April 28, 2014. She added that while the Project has been unsuccessful in previous TIGER grant attempts for these highly competitive federal funds, the Project has always has good feedback during the de-briefing sessions and made it through the initial staff screening process. As such, the STA and the City of Fairfield are proposing to submit the Project for this newest TIGER round. Since the Project boundaries fall within the urban limits, the minimum project submittal amount is over \$10M. She concluded by stating that STA staff is requesting the TAC recommend to the STA Board to approve the STA and the City of Fairfield submit a TIGER 6 grant application in the amount of \$11M.

Recommendation:

Forward a recommendation to the STA Board to approve the STA submittal of a TIGER 6 grant application for \$11 M for the Fairfield/Vacaville Intermodal Station Project.

On a motion by Steve Hartwig, and a second by George Hicks, the STA TAC approved the recommendation. (8 Ayes)

B. Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project

Sofia Recalde noted that in 2012, the STA Board approved \$2.53M in OBAG funding for the Dixon West B Street Bicycle/Pedestrian Undercrossing. She noted that in addition to being a part of the Safe Routes to School Plan, the Undercrossing project is also a top priority for both the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC). She added that the project currently has a funding shortfall of \$250,000 and is requesting use of TDA Article 3 funds to complete the project. She concluded by stating that since the project is expected to be completed by July 2014, STA staff is requesting the use of FY 2013-14 TDA Article 3 funds to cover the shortfall. A special joint BAC and PAC meeting has been scheduled in April to take action on staff's recommendation to dedicate \$250,000 of FY 2013-14 TDA Article 3 funds to the Dixon West B Street Bicycle and Pedestrian Undercrossing project.

Recommendation:

Forward a recommendation to the STA Board to approve \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.

On a motion by Dave Melilli, and a second by Jason Riley, the STA TAC approved the recommendation. (8 Ayes)

6. ACTION NON-FINANCIAL ITEMS

A. Draft Solano County Mobility Management Plan

Liz Niedziela reviewed the draft Solano County Mobility Management Plan and the comments that were received to clarify and correct various areas of the Plan.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano County Mobility Management Plan as shown in Attachment A.

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. This item was tabled until a future meeting at the request of STA staff and the Transit Consortium.

Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation for Solano County

C. Pedestrian Priority Projects Update

Sofia Recalde noted that the STA Board approved the Pedestrian Priority Projects List and the Tiered Pedestrian Priority Projects List in January 2014. She added that the Pedestrian Priority Projects List and Tiered Pedestrian Priority Projects list are being revised to reflect the funding status of the Rio Vista Waterfront Project. She concluded by stating that the Rio Vista Waterfront Project is fully funded; as a result, the project will be removed from the Pedestrian Priority Projects List.

Recommendation:

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

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014).

On a motion by Amanda Dum, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL - DISCUSSION

A. Transit Corridor Summary of Comments from STA Board Workshop

Liz Niedziela highlighted the comments by the STA Board at the March 12, 2014 workshop. She outlined the vision and goal setting, ridership and use, service design, and next steps. At the meeting of March 25, 2014, the Consortium members requested more time to review and provide comments on the proposed Vision Statement with a deadline set for April 2, 2014.

B. Status of Priority Conservation Area (PCA) Pilot Program

Andrew Hart provided an update on the Priority Conservation Area (PCA) program. He stated that the STA is planning to hold a “kick-off” stakeholders meeting before the end of April. He provided an overview of the interest groups and agencies that stakeholders will be representing. He announced that the STA is preparing to issue a Request for Proposal (RFP) to engineering firms for development of the Solano County PCA Assessment and Implementation Plan.

C. State and Regional Active Transportation Program (ATP) Update and Discussion of Solano ATP Priority Projects

Sofia Recalde provided an update on the State and Regional Active Transportation Program (ATP) and a summary of Solano Priority Projects. She announced that the Call for Projects for the statewide and small urban/rural programs is expected to occur on March 21, 2014 which is also the deadline to submit applications to Caltrans. She stated that the Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, for which MPO/ regional applications will be due to MTC on July 24, 2014. She concluded that the STA Safe Routes to School Program plans to submit an application for \$500,000 for infrastructure projects.

D. Project Delivery Update

Anthony Adams provided an overview of the 16 active projects that the STA is currently tracking: nine (9) OneBayArea Grant (OBAG) projects, four (4) Local Streets & Roads (LS&R) projects, two (2) Safe Routes to School Projects (SR2S), and one (1) other federally funded project for Fiscal Year (FY) 2013-14. He stated that STA staff has identified two jurisdictions (three projects in total) that must apply an accelerated project delivery schedule in order meet obligation deadlines.

NO DISCUSSION

- E. Regional Transportation Impact Fee Update**
- F. Mobility Management Program Update**
 - 1. ADA In Person Eligibility**
 - 2. Website**
 - 3. Travel Training Program**
- G. Draft Meeting Minutes of STA Advisory Committees**
- H. STA Board Meeting Highlights of March 12, 2014**
- I. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

9. ADJOURNMENT

The meeting was adjourned at 2:25 p.m.

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

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DATE: April 21, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: City of Fairfield's SolanoExpress Schedules Funding Request

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for countywide transit studies, transit marketing activities and ridership surveys, matching funds for intercity buses, and STA transit planning and coordination activities.

In recent years, STAF funds have been set aside to be used for the local match for the replacement of Solano Express buses. In future years, STA has committed to dedicating \$600,000 per year towards the Solano Express Capital Replacement Plan. In addition, STA has committed to being the lead funding agency for the implementation of the new Mobility Management Program. STAF funding is recommended for the implementation of the new Mobility Management Program new ADA Eligibility Program and the start-up of the Travel Training Program.

Discussion:

On April 11, 2014, STA received a letter from the City of Fairfield requesting \$5,661 to fund the Fairfield and Suisun Transit (FAST) Solano Express Intercity Route Schedules (Attachment A). The STA Board and the Fairfield City Council recently approved fare adjustments to Route 30 and Route 40 so new schedules are needed with updated fare information. In addition, this would be a good time to revise and update all the FAST Solano Express schedules for consistency.

Fiscal Impact:

The cost of this proposal is \$5,661 to be funded by with State Transit Assistance Funds (STAF) out of Fiscal Year 2013-14 SolanoExpress Marketing Budget.

Recommendation:

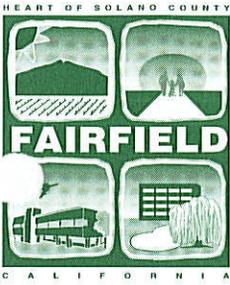
Forward a recommendation to the STA Board to approve the following:

1. \$5,661 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for revising FAST Solano Express schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$5,661 for the FAST Solano Express schedules.

Attachment:

- A. FF Letter to STA re. Request for Solano Express Funding

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CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.434.3800
FAX: 707.426.3298



COUNCIL

- Mayor
Harry T. Price
707.428.7395
- Vice-Mayor
Rick Vaccaro
707.429.6298
- Councilmembers
707.429.6298
- Pam Bertani
- Catherine Moy
- John Mraz

-
- City Manager
Sean P. Quinn
707.428.7400

-
- City Attorney
Gregory W. Stepanicich
707.428.7419

-
- City Clerk
Jeanette Bellinder
707.428.7384

-
- City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

- Administrative Services
707.428.7394

-
- Community Development
707.428.7461

-
- Community Resources
707.428.7465

-
- Finance
707.428.7496

-
- Fire
707.428.7375

-
- Police
707.428.7362

-
- Public Works
707.428.7485

Department of Public Works

April 8, 2014

Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center
Suisun City, CA 94585

RE: Request for Funding for Solano Express Schedules

Dear Mr. Halls:

The City of Fairfield respectfully requests Solano Transportation Authority authorize funding for revamping the Solano Express schedules. The schedules must be updated to include the Route 30 and Route 40 fare changes which were approved by City Council on March 18th.

The City of Fairfield obtained a quote from Page Design, the design firm that currently provides all of FAST's marketing materials including the local route schedules, for this project in the amount of \$5,661. Please review the attached quote for a breakdown of charges.

Thank you in advance for your consideration of this request. Should you have any questions or need additional information, please contact me at (707) 434-3804 or via e-mail wlewis@fairfield.ca.gov.

Sincerely,

Wayne A. Lewis
Assistant Public works Director/Transportation

c: Elizabeth Niedziela, Solano Transportation Authority
Lori Tagorda, City of Fairfield



February 18, 2014

Lynette Syme
Fairfield Transportation Center
2000 Cadenasso Drive
Fairfield, CA 94533

Re: Design and Printing of Four Solano Express Route Brochures

Dear Lynette:

Per your request, I have put together an estimate for our time to design and create art for four Solano Express route brochures, including Routes 20,30,40 and 90. Each of these brochures will be four panels and will follow a similar design format. They will include the schedule and fare tables, as well as informational copy in both English and Spanish.

Page Design Charges

Design and mockup of ideas for four-panel Solano Express brochure format – 14 hours	\$1,344
Apply selected design to creation of print ready art on Route 20 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 30 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 40 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 90 brochure – 6 hours	576
Spanish translation	140
Materials, including possible stock photo purchase	134
Print supervision – 3 hours	288
Total Page Design Charges	\$4,210

Printing

10,000 each of four, four-panel brochures printed in full color on 80lb. book weight paper. Unfolded size is 16" x 9" and folded size is 4" x 9" (40,000 total brochures)	\$5,661
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Please look this over and get back to me with your questions or approval to proceed.

Sincerely,

Paul Page



DATE: April 21, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix –
May 2014

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties after review by the Solano Transportation Authority (STA).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the first set of TDA claims for the FY 2013-14 Matrix (Attachment B) is being submitted to the STA Board for approval.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The Intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2011-12 audited amounts were reconciled to the estimated amounts for FY 2011-12. The reconciliation amounts and the estimated amounts for FY 2013-14 are merged to determine the cost per funding partners.

Due to lower than planned costs, higher than planned fare revenues, and additional subsidies for the intercity routes in FY 2011-12, the reconciliation offset FY 2013-14 subsidy requirements from all funding partners. The offset amount for SolTrans resulted in a rebate of TDA funds to the City of Dixon in the amount of \$1,114, Fairfield and Suisun Transit (FAST) for \$112,547 and the City of Vacaville for \$27,540.

Discussion:

The STA Board last approved the TDA Matrix in July 2013. The July 2013 TDA matrix included claims from STA and for all transit operators except for Solano County. Solano County recently submitted its FY 2013-2014 TDA Claim Letter to STA (Attachment A). This claim will complete the FY 2013-14 TDA Matrix covering all Solano County transit operators.

County of Solano

The County of Solano is claiming \$563,000 in TDA funds for FY 2013-14. TDA funds in the amount of \$358,000 will be used for operating programs such as Faith in Action, Intercity Taxi Scrip and Transit Coordination and \$205,000 will be claimed against transit operators' TDA for the Intercity Paratransit Services.

Fiscal Impact:

No impact to STA budget. With the STA Board approval of the May FY 2013-14 TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by Solano County the transit operators and STA.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.

Attachments:

- A. Solano County Letter of Request dated April 17, 2014
- B. FY 2013-14 Solano TDA Matrix – May 2014



SOLANO COUNTY
Department of Resource Management
 Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Bill Emlen, Director
 Clifford K. Covey, Assistant Director

April 17, 2014

Solano Transportation Authority
 Attn: Liz Niedziela
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Re: FY 2013-2014 TDA Article 8 Claim

Dear Ms. Niedziela:

Attached is a summary of Solano County's TDA Article 8 application for FY 13-14. The amount of the claim was determined, using the August 2013 TDA Matrix, as follows:

<u>Description</u>	<u>Amount</u>
TDA estimate from MTC	\$669,987
Plus projected carryover	<u>\$593,802</u>
Total Solano County funds available	\$1,263,789
Less Solano County funds authorized to be claimed by others (FY 13-14)	
Fairfield – Suisun Transit Routes 20, 30, 40 and 90	(\$102,185)
SolTrans Route 78, 80 and 85	(\$39,996)
Solano Transportation Authority Transit Capital Swap	(\$72,000)
Solano Transportation Authority STA Planning	<u>(\$21,237)</u>
Total Solano County funds authorized to be claimed:	(\$235,418)

Funds claimed by Solano County from Other Agencies
Intercity Paratransit Services (by Joint MOU)

Dixon	\$5,000
Fairfield	\$40,000
Rio Vista	\$5,000
Vacaville	\$70,000
SolTrans	<u>\$85,000</u>
	\$205,000

Building & Safety David Cliche Chief Building Official	Planning Services Mike Yankovich Program Manager	Environmental Health Terry Schmidtbauer Program Manager	Administrative Services Suganthi Krishnan Senior Staff Analyst	Public Works Engineering Matt Tuggle Engineering Manager	Public Works Operations Wayne Spencer Operations Manager
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Funds claimed by Solano County from Other Agencies	
Transit Coordination	(\$171,000)
Paratransit Service – Faith In Action	(\$40,000)
Paratransit Service – Intercity Taxi Scrip Service	<u>(\$147,000)</u>
	(\$358,000)
Total funds claimed by Solano County	\$563,000
Unclaimed balance	\$670,371

Please do not approve any claims against Solano County funds that exceed the amounts shown.

Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,

Matt Tuggle
Engineering Manager

FY2013-14 TDA Matrix DRAFT-May 2014

4/18/2014 (REVISED)

FY 2013-14																									
				Paratransit		Local Transit					Intercity														
AGENCY	TDA Est from MTC, 2/27/13	Projected Carryover 2/27/13	Available for Allocation 2/27/13	FY2012-13 Allocations after 1/31/13	ADA Subsidized Taxi Phase I	Paratransit	Including Intercity Rebates from SolTrans					FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST	FAST	SolTrans	STA Planning	Other Programs and Swaps	Transit Capital	Total	Balance
							Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal	(5), (6)	(7)	(8)	(9)	
	(1)	(1)	(1)		(2)	(3)																			
Dixon	651,873	349,084	1,000,957		5,000		417,549				\$ 2,204	\$ 28,016	\$ 9,093	\$ 3,109	\$ (3,476)	\$ (748)	\$ 9,698	\$ 49,011		\$ 20,631			\$ 492,191	508,766	
Fairfield	3,793,108	325,239	4,118,347		40,000	1,295,145		1,875,339			\$ 66,317	\$ 35,610	\$ 112,907	\$ 17,102	\$ (38,958)	\$ (78,200)	\$ 263,182	\$ 478,015		\$ 117,301		262,547	\$ 4,068,347	50,000	
Rio Vista	264,500	293,658	558,158		5,000				155,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ 8,318		45,000	\$ 213,318	344,840	
Suisun City	997,599	78,475	1,076,074		0	234,787		620,569			\$ 12,066	\$ 5,182	\$ 37,414	\$ 3,398	\$ (10,629)	\$ (5,260)	\$ 84,484	\$ 139,146		\$ 31,572	\$ 50,000		\$ 1,076,074	0	
Vacaville	3,283,683	3,253,422	6,537,105		70,000	658,507		639,919			\$ 122,810	\$ 57,340	\$ 108,049	\$ 15,550	\$ (26,206)	\$ (16,884)	\$ 90,421	\$ 378,620		\$ 104,091		1,149,452	\$ 3,000,589	3,536,516	
Vallejo/Benicia (SolTrans)	5,093,431	594,200	5,687,631	594,200	85,000	887,375	1,114	112,547	27,540	2,724,130	\$ 26,090	\$ 29,711	\$ 31,484	\$ 281,159	\$ (333,029)	\$ (143,627)	\$ 36,702	\$ 123,987	\$ (195,497)	\$ 160,734		956,000	\$ 5,477,130	210,501	
Solano County	669,987	593,802	1,263,789			358,000					\$ 18,932	\$ 19,292	\$ 24,566	\$ 30,849	\$ 5,503	\$ 3,644	\$ 39,395	\$ 102,185	\$ 39,996	\$ 21,237	\$ 72,000		\$ 593,418	670,371	
Total	14,754,181	5,487,880	20,242,061	594,200	205,000	3,433,814	418,663	2,608,455	155,000	667,459	\$ 248,419	\$ 175,150	\$ 323,512	\$ 351,167	\$ (406,795)	\$ (241,074)	523,881	\$ 1,270,963	\$ (155,501)	\$ 463,884	\$ 122,000	\$ 2,412,999	\$ 14,921,066	5,320,995	

NOTES:

Background colors on Rt. Headings denote operator of intercity route
Background colors denote which jurisdiction is claiming funds

- (1) MTC February 27, 2013 Fund Estimate; Reso 4086; columns I, H, J
- (2) Claimed by Solano County per Joint Intercity Taxi MOU May 3, 2013
- (3) Vacaville Paratransit includes the Intercity Taxi Scrip Program
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5) Consistent with FY2013-14 Intercity Transit Funding Agreement and FY2011-12 Reconciliation
- (6) Per the Intercity Transit Funding Agreement, SolTrans will rebate TDA funds to most participants. The rebates will be claimed by the participants and are identified by the background color in the cells under Local Transit.
- (7) Claimed by STA from all agencies per formula
- (8) To be claimed by STA for other programs and funding swaps: \$50,000 for the Suisun Amtrak O&M and \$72,000 for funding swap with Solano County
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

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DATE: April 23, 2014
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Jepson Parkway Project Update and Funding Agreement Approval

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project have obtained environmental clearance as one project. In March 2009, the STA Board certified the EIR for the Project. Caltrans, the National Environmental Policy Act (NEPA) lead, certified the EIS in May 2011. The overall estimated construction cost of the remaining segments is \$185 million.

There is \$36.7 million of Solano's 2010 State Transportation Improvement Program (STIP) funds programmed/allocated for this project as follows:

1. \$2.4 million was allocated for Plans, Specifications & Estimate (PS&E) in 2010/11 FY
2. \$3.8 million was allocated for Right-of-Way (R/W) funds in FY 2011-12
3. \$30.5 million in construction funding is programmed for FY 2015-16.

Another \$8.2 million is programmed in construction funding in FY 2015-16 in the 2012 STIP. Thus there is a total of \$38.7 million of STIP Construction funds available in FY 2015-16. These construction funds have been split with \$19.35 million each going to the Fairfield and Vacaville Jepson Parkway projects. STA has also programmed \$9.3 million toward construction in the 2014 STIP, however these funds have been pushed out to the FY 2018-19. Thus, these future STIP funds will be utilized to construct a later phase project that would come forward to the Board in a separate Funding Agreement once the strategy is determined.

STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project to get the design started. In addition, the County committed using the remaining earmark funds, \$793,000, that had been targeted to the Travis North Gate improvements for the design of the Jepson Parkway Segment(s). These earmark funds have been utilized to advance the designs of the initial construction projects for 2015-16.

The City of Fairfield has adopted the Train Station Specific Plan (TSSP), which proposes to realign a portion of the Jepson Parkway to allow for the future grade separation at Cannon Road. Fairfield is designing the Phase 1 project along Vanden Road from Peabody to the newly established City limit line resulting from recent annexation.

The City of Vacaville is designing the Phase 2 project from the newly established Fairfield City limit along Vanden Road to the Leisure Town Road / Commerce Place Intersection. The cities and STA are working closely to coordinate the projects. The coordination needs to consider, access points along Leisure Town and Vanden Roads to maintain a Level of Service (LOS) C, utility relocations and future utility needs, and facility type with regard to urban or rural design along the Jepson Parkway Project.

In coordination with the Jepson Parkway design activities, the STA has been updating the Jepson Parkway Concept Plan. This update of the 2000 Concept Plan will bring land use decisions to the current conditions, establish transit routes and needed stops; update the bicycle and pedestrian element to current regional plans; establish corridor themes for signage and landscaping; establish policies for operations to ensure established Levels of Service can be maintained and discuss the project implementation phasing. The Final Update of the Concept Plan is coming to the Board for approval under a separate agenda item.

The STA Project Manager for this project, Alan Glen with Quincy Engineering, has worked closely with the County, Cities and STA to establish the following executed implementation documents:

1. **Jepson Parkway Memorandum of Understanding (executed July 25, 2011)** – The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur.
2. **Funding Agreements between the Cities, County and STA (current Vacaville Agreement executed June 1, 2012, Current Fairfield Agreement executed May 7, 2012)** - The Funding Agreements between STA, the County and Cities establishes the following:
 - a. Initial costs anticipated to deliver project segments
 - b. Proposed initial funding responsibilities of each agency.
 - c. Anticipated payback amount and schedule
 - d. The roadway design elements to be handled City staff or consultants
 - e. STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.
 - f. Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases.
 - g. Design services cost reimbursement procedures.
 - h. A Dispute Resolution Process.
 - i. The delivery schedule.

STA is in the process of updating the Funding Agreements to reflect updated costs estimates for R/W, construction, and environmental mitigation. The Restated STA/Vacaville Funding Agreement is completed and ready for execution.

The Restated STA/Fairfield Agreement requires additional work on the funding/delivery strategy before bringing that forward for approval. STA and Fairfield have been working closely to develop this revised funding strategy for the Phase 1A project and fill the gap in funding for the Train Station project.

Discussion:

- **Delivery of Construction Phases** - A cash flow analysis was completed utilizing the costs from the Jepson Parkway Technical Report completed in February 2009 and presented to the Jepson Parkway Working Group. Based upon that analysis, two projects were identified to be designed. The costs have now been updated to reflect appraised values of R/W and construction estimates based upon 95% plans: (It has been agreed to defer the Landscaping to a later phase in order to construct as much travelled way as possible with the available funding):
 - **Phase 1-Fairfield Project (2.7 miles in length)-** from the east side of the Cement Hill Road/ Peabody Road/ Vanden Road Intersection that would be completed as part of the Fairfield Vacaville Train Station Project to the newly established Fairfield City Limit approximately 2000 feet south of the Vanden Road/ Leisure Town Road Intersection. The total cost for design, R/W, construction, and environmental mitigation is estimated at \$48.1 million with an additional \$3.4 million deferred to the later landscape project. Note, this project will be split into Phase 1A and Phase 1B with Phase 1A being readied for construction in FY 2015-16. The exact limits of the Phase 1A project will be established to coincide with available funds. The Phase 1B project will be a future project.
 - **Phase 2-Vacaville Project (3.0 miles in length)-** from the south side of the Vanden Road/ Leisure Town Road Intersection (where the Fairfield project ends) to the Commerce Place/ Leisure Town Road Intersection. The total cost for design, R/W, construction and environmental mitigation is estimated at \$31.5 million with an additional \$2.1 million deferred to the later landscape project and developers installed improvements. This project will be constructed starting in FY 2015-16.
 - These projects will be funded on a 50/50 shared basis between each agency and STA (per the STA's 50/50 policy). STA will utilize the STIP funding programmed to deliver these projects with the Cities making a smaller initial contribution. The Cities anticipate much of the R/W being dedicated by proposed development that will contribute a portion of the required local funding. The remaining funds from each agency would be on a 5 to 7-year payback plan to the project. The Cities would be responsible for designing and constructing the deferred landscaping project within their project limits. The repayment funds and future STIP funding would be set-a-side for future project phases, yet to be determined.

Schedule-

- Design -95% PS&E have been completed. It is expected that final PS&E will be completed for both projects by December 31, 2013
- Construction Advertisement- Fall 2015, CTC action has delayed funding to FY 2015-16.
- R/W appraisals have all been completed and first written offers have been sent to property owners. A few of the acquisitions have been completed and many more are nearly completed. An extension of the June 30, 2014 STIP funding deadline has been requested from CTC and is expected to be approved. Acquisitions should be completed by June 30, 2015 including possible condemnations. Several acquisitions have stalled in negotiations and may require condemnation. A Resolution of Necessity Hearing for some of these parcels is before the STA Board this month and is the subject of a separate Board Agenda item.

Fiscal Impact:

The regional STIP funds that would be committed to as part of a Funding Agreement are already dedicated to this Project.

Recommendation:

Forward a recommendation to the STA Board to approve the Restated Jepson Parkway Funding Agreement between the STA and the City of Vacaville.

Attachments:

- A. Restated Funding STA Agreement, STA and the City of Vacaville
- B. Detailed Project Cost Summary



DATE: April 22, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers

Background:

The STA selected KPMG to assist in developing a Public Private Partnership (P3) Feasibility Study. Since August 2012, a total of ten (10) transit sites were evaluated as part of the P3 Feasibility study. The intent of the feasibility study was to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

P3's can help accomplish the following objectives:

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

Discussion:

STA staff and KPMG have completed the draft P3 Feasibility Study and is recommending the document for Board approval at this time (see Attachment A). The draft P3 Feasibility Study Report includes three elements:

1. P3 Suitability and Screening Assessment
2. Market Sounding Report
3. Implementation Strategy

All three elements have been brought to the Transit Consortium and STA Technical Advisory Committee separately over the last year for input before being finalized.

Key findings from the P3 Suitability and Screening Assessment:

1. Traditional P3 delivery models are not fully supported at the STA transit centers
2. Benefits from different delivery options and private sector participation are available
3. Additional revenues and cost savings are feasible in the near term
4. Private sector delivery options could improve transit center revenues or reduce costs by \$500,000 or more annually

In terms of Direct Market Feedback, the P3 Feasibility Study noted that the market expressed the greatest interest in O&M and sponsorship/naming rights. Parking fees and solar photovoltaic (PV) systems are also feasible at certain transit centers. Advertising was also an option at locations with direct exposure to high average daily traffic. Lastly, Transit Oriented Development wasn't considered as a near term opportunity, however, incentives from public agencies may accelerate TOD opportunities.

The Implementation Strategy highlights opportunities and next steps to consider for the following P3 components:

- Solar PV
- O&M
- Naming rights
- Advertising
- Parking

If approved, STA staff will continue to work with local agencies to implement P3. Soltrans and the City of Benicia has expressed interest in implementing P3 components as part of the Curtola Park and Ride Transit Center and Benicia Intermodal Project, respectively.

Fiscal Impact:

No impact to the STA Budget at this time. The P3 Feasibility Study was funded by the STA's State Transit Assistance Fund (STAF).

Recommendation:

Forward a recommendation to the STA Board to approve the STA Public Private Partnership (P3) Feasibility Report of Solano County Transit Centers.

Attachments:

- A. Draft Public Private Partnership (P3) Feasibility Study (This attachment has been provided to the STA TAC members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)



DATE: April 18, 2014
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation issues. On February 12, 2014, the STA Board approved its 2014 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2014.

Monthly legislative updates are provided by STA's State and Federal lobbyists for your information (Attachments A and B). Attachment A includes a summary of the State lobbying trip to Sacramento on March 19th. The Federal lobbying trip to Washington D.C. April 1st and 2nd is summarized in Attachment C. A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

Senator Canella introduced Senate Bill [\(SB\) 1151](#), which aims to increase safety for school students in two important ways: 1. by improving driver behavior in school zones with higher penalties for speed limit violations, and 2. by dedicating the additional revenue generated by those higher penalties to school-based safety improvements through the Active Transportation Program. SB 1151 aligns with STA's Legislative Platform IX Safety #4: *Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County*. The bill is co-sponsored by the Central California Regional Obesity Prevention Program, the Safe Routes to School National Partnership, and Transform. Staff recommends support of SB 1151.

Cap and Trade

California's Cap and Trade Program was established in 2006 as a part of AB 32, the California Global Warming Solutions Act. Since the passage of the legislation, California has held three Cap and Trade auctions resulting in an estimated \$870M in Cap and Trade Revenues being available in FY 2014-15.

In December 2013, in anticipation of the State potentially dedicating future Cap and Trade revenues to the regions consistent with their implementation of SB 375 implementation goals identified in each region's updated Regional Transportation Plan/Sustainable Community Strategy, the Metropolitan Transportation Commission (MTC) adopted a Cap and Trade Funding Framework and Project Selection Guideline Development Process. MTC's Cap and Trade Funding Framework identifies the following five funding categories if the State opts to dedicate Cap and Trade revenues to be allocated at the regional/local level:

1. Transit Core Capacity Challenge – Large Transit Operators (28%)
2. Transit Operating and Efficiency Program – Mid Size and Smaller Transit Operators (14%)

3. OBAG Grants (to CMAs and Local Agencies) (33%)
4. Climate Initiatives – Includes Safe Routes to School (12%)
5. Goods Movement (14%)

Categories 2 through 5 would provide funds to Solano County to address transportation projects and programs that are a priority of the STA.

SB 375 tasks the Metropolitan Planning Organizations (MPOs) to set goals to achieving reductions in Green House Gas Emissions by 2020 and 2035. MTC, in partnership with the Association of Bay Area Governments (ABAG), recently updated its Regional Transportation Plan (RTP) in collaboration with the region's development of a Sustainable Communities Strategy (SCS) as required by SB 375. This coordinated planning effort was titled Plan Bay Area. The SCS goals outlined in this effort for the nine county Bay Area region includes a 2020 GHG reduction goal of 7% and a more significant GHG reduction target of 15% by 2035. The RTP identifies specific programs and projects intended to enable the Bay Area to reach both its 2020 and 2035 SCS goals for GHG reduction.

In a specific effort to begin regional implementation of the RTP at the local level, MTC tasked the Bay Area's nine Congestion Management Agencies (CMAs) to work with the region's nine counties, 100 cities, and two dozen transit operators to identify and begin funding plans, projects and programs at the local level to achieve these regional SCS goals. This initial funding process was titled the OneBayArea Grant program (OBAG) and was administered for Solano County by the STA in 2013. During this cycle of OBAG funding, the STA dedicated its \$18.8 million in OBAG funds to the following categories:

1. Maintenance of Local Streets and Roads
2. Priority Development Area (PDA) Planning
3. Priority Conservation Area (PCA) Planning and Projects
4. Transit
5. Bicycle and Pedestrian Projects
6. Safe Routes to School
7. Improved Mobility for Seniors and People with Disabilities.

Governor Brown's 2014-15 Budget Proposal for Cap and Trade Revenue proposes all of the \$850 million in Cap and Trade Revenues be allocated by various state agencies or departments, and does not include any allocation of Cap and Trade revenues to the regional level and subsequently the local level. \$600 million of the \$850 million (70%) is proposed for Sustainable Communities & Clean Transportation with the funding dedicated to the High Speed Rail Authority for Rail Modernization (\$300m), California Air Resources Board for Low Carbon Transportation (\$200m), and Strategic Growth Council for Sustainable Communities (\$100m). There is no assurance that any of the funds in the latter two categories would be provided to local communities, which is where many of the actual projects to implement AB 32 and SB 375 will occur.

In addition to meeting with and submitting letters to members of the STA's legislative delegation, STA has submitted letters to the Governor and the Chairs of the Senate and Assembly Budget Subcommittees on Transportation, highlighting the key changes STA would like to see made to the Governor's proposal. STA's state legislative advocacy firm, Shaw/Yoder/Antwih, Inc., appeared on STA's behalf at the Assembly Budget Subcommittee on Transportation and the Senate Select Committee on Passenger Rail in March, and the Assembly Budget Subcommittee and Senate Budget Subcommittee hearing in April. The Governor's January Cap and Trade Budget proposal does not recommend any direct funding for the regions/local governments for implementation of SB 375 requirements, but rather proposes \$100 million to the state for these purposes.

Furthermore, only \$50m of the \$300m proposed for Rail Modernization is slated for California's Intercity Rail Systems (such as the Capital Corridor) and Urban Rail Systems with the remaining \$250m identified for High Speed Rail. The Metropolitan Transportation Commission (MTC) has proposed \$500m in Cap and Trade funds be dedicated to regional/local implementation of SB 375, and the California Transit Association (CTA) staff has suggested funding should at a minimum be the same as funding for high-speed rail, currently proposed at \$250m.

STA staff has participated in several legislative discussions with MTC, the California Transit Association, and Capitol Corridor Joint Powers Authority, and the general discussion has focused on two items:

1. Requesting the State Legislature increase the current amount of \$100 million to \$500 million in Cap and Trade revenues for Sustainable Communities and Clean Transportation be allocated to the regions for implementation of SB 375 at the regional/local level, and
2. Requesting the State Legislature increase the amount of Cap and Trade Rail Modernization funds dedicated for Intercity and Urban Rail Systems from the currently proposed \$50 million to \$500 million and be allocated via formula to each Intercity and Urban Rail Operator by the California Transportation Commission (CTC).

The STA Board approved the recommendation of these increased amounts for Sustainable Communities and Clean Transportation and for Rail Modernization at the March 12th Board meeting. STA staff provided a staff report for the March 13th CCCC meeting with the same recommendations.

Staff has prepared flyers that explain the “Cap and Trade Expenditure Priorities” (Attachment D), including which projects could be funded in Solano County under the funding framework developed by MTC and the status of the cap and trade auctions as well as the Governor’s \$850m allocation proposal; and a background flyer “Cap and Trade 101” (Attachment E) to educate the general public about the cap and trade program as well as the 2020 emission target, status of auctions and the Governor’s \$850m allocation proposal.

Senate Pro-Tem Darrell Steinberg introduced on April 11th an alternative Cap and Trade Revenue Distribution plan entitled “A Long-Term Investment Strategy for Cap-and-Trade Revenue” (Attachment F). This plan provides more certain allocation to transportation projects as planned by the regions, but does not address funding for Intercity Rail.

Fiscal Impact:

None.

Recommendation:

Forward a request to the STA Board for support of Senate Bill 1151 (Canella) increasing safety for school students.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Washington DC Trip Summary
- D. Cap and Trade Expenditure Priorities
- E. Cap and Trade 101
- F. A Long-Term Investment Strategy for Cap-and-Trade Revenue

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SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

April 9, 2014

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – April 2014**

On March 19, members of the Solano Transportation Authority Board and staff visited Sacramento for their annual “Lobby Day” to discuss important issues, including recent project successes, the distribution of Cap and Trade revenues, funding for the Fairfield/Vacaville Intermodal Station, inclusion of State Route 12 in the State Freight Plan, and the Authority’s co-sponsored legislation – Senate Bill 1368 by Senator Wolk, facilitating a SolTrans park-and-ride project. Board members met with members of the Legislature and the Administration, including Senator Wolk, Assembly Members Frazier, Yamada & Bonilla, and California State Transportation Agency Secretary Brian Kelly and Undersecretary Brian Annis.

As mentioned above, one of the topics of discussion during the Board’s recent visit was SB 1368 (Wolk) which would allow SolTrans to take ownership of the Curtola Park-and-Ride property in Vallejo. This legislation will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. This bill was referred to the Senate Transportation and Housing Committee and has not yet been set for hearing.

On February 28, Governor Brown reappointed Anthony Intintoli to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board of Directors. We had worked towards that outcome, meeting several times with Governor Brown’s key officials involved in the appointments process. This will ensure Solano County continues to be represented on the WETA Board.

We continue to advocate the Authority’s preferred approach regarding the Governor’s proposed Cap and Trade appropriation, especially with regard to the Sustainable Communities Implementation Program and the Rail Modernization Program. In addition to meeting with and submitting letters to members of the Authority’s legislative delegation, we have submitted letters to the Governor and the Chairs of the Senate and Assembly Budget Subcommittees on Transportation, highlighting the key changes the Authority would like to see made to the Governor’s proposal. Also, we appeared on the Authority’s behalf at the Assembly Budget Subcommittee on Transportation and the Senate Select Committee on Passenger Rail and will be attending the Assembly Budget Subcommittee on April 2 and the Senate Budget Subcommittee hearing on April 3.

The Legislature will break for Spring Recess on April 10, returning on April 21. May 2 marks the last day for policy committees to hear bills introduced in the same house. On the following pages, we have highlighted legislation of interest to the Authority.

Authority Sponsored Bills

1. **SB 1368 (Wolk)** would authorize CalTrans to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportation services. For the Authority's purposes, this bill will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. **The STA Board is the Co-Sponsor of this bill, with SolTrans. This bill was referred to the Senate Transportation and Housing Committee. No hearing has yet been set.**

Other Bills of Interest

2. **AB 935 (Frazier)** would change the composition of the WETA board of directors, adding additional Senate and Assembly appointments. Because the bill specifically authorized the STA to develop the list of nominees for the seat to be appointed from Solano County, **the STA Board Supports this bill. This bill was referred to the Senate Transportation and Housing Committee last year. No hearing has yet been set.**
3. **AB 2170 (Mullin)** would clarify that a joint powers authority (JPA) may exercise any power common to the members agencies, including the authority to levy a fee or tax (subject to the requirements of the Constitution). **This bill will be heard in the Assembly Local Government Committee on April 2.**
4. **SB 556 (Corbett)** was amended at one point last year to require *all public agencies*, including public transit systems, to "label" employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure.

The STA Board Opposed that version of the bill, due to its adverse impact on transit systems. In the face of substantial opposition around the state, the author narrowed the bill's scope late in the session; **it now applies only to public health or safety service providers.** **The Author's office indicates there is currently no intention to move this bill in 2014.**

5. **SB 1122 (Pavley)** would propose a Cap and Trade funding program for the planning and development of sustainable communities strategies enabling the Strategic Growth Council manage and award Cap and Trade funding directly to regional agencies on a per capita basis for specified eligible projects. Additionally, this bill would require the council, in consultation with the Air Resources Board and the metropolitan planning organizations, to establish standards for modeling systems and measurement methods to evaluate the effectiveness of projects and verifying benefits after completion. **This bill will be heard in the Senate Environmental Quality Committee on April 2.**
6. **SB 1156 (Steinberg)** Under the Cap and Trade program, the manufacturers of transportation fuels are required to begin purchasing GHG emissions allowances on January 1, 2015. The revenues from the sale of these emissions would be available for the state for programs that reduce GHG emissions. This bill would remove transportation fuels from the Cap and Trade program, and instead impose a carbon tax on suppliers of fossil fuels to be deposited in the Carbon Tax Revenue Special Fund to be rebated to taxpayers. While there is no mention of mass transportation funding in the current version of the bill, Senator Steinberg has stated his

intention to provide a third of the revenues collected to mass transportation. There is also some indication that he may be interested in turning the bill into a vehicle for enhancing the Governor's proposed Sustainable Communities program. **This bill will be heard in the Senate Governance and Finance Committee on April 9.**

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

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M E M O R A N D U M

March 24, 2014

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

During the month of March we assisted STA with planning its trip to Washington, D.C. strategized regarding the 2014 TIGER grant opportunity and monitored developments with the fiscal year 2015 budget and the reauthorization of the surface transportation law.

Fiscal Year 2015 Budget

On March 4, 2014, President Obama submitted his fiscal year 2015 budget request to Congress, which included a proposal to authorize \$302 billion for highway and transit programs four years. The President proposed to fund approximately \$150 billion of the spending from the revenue generated through tax reform.

The President requested \$17.5 billion for transit programs in fiscal year 2015, including \$14 billion in formula grants, an increase of over \$6 billion from fiscal year 2014 spending.

The Budget Request also included \$49 billion for the federal highway program in fiscal year 2015, an increase of almost \$8 billion from fiscal year 2014. The budget proposal included almost \$4.8 billion for rail in fiscal year 2015, about \$3 billion higher than fiscal year 2014 spending. The Budget proposed an increase in TIGER grant funding from \$600 million to \$1.25 billion annually.

The Budget Request proposes new discretionary programs. The Request includes \$1 billion for a new discretionary multimodal freight program, \$500 million for a new discretionary bus rapid transit program for areas experiencing population growth, \$4.9 billion for the Critical Immediate Investments Program that will target safety related improvements to infrastructure on the National Highway System, including bridges, and \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program, which will reward innovative solutions to transportation challenges. The Budget request also proposes \$8 million to support a newly

Solano Transportation Authority
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created Interagency Infrastructure Permitting Improvement Center designed to improve the speed and process of permitting infrastructure and transportation projects.

The budget request is simply a recommendation to Congress and Congress must now pass appropriations bills that may or may not include all or some of the President's recommendations.

Surface Transportation Reauthorization

DOT Secretary Foxx has announced that the Administration will submit a proposal to Congress for a 4-year, \$302 billion reauthorization bill in April. Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) and House Transportation and Infrastructure Committee Chair Bill Shuster (R-PA) have said that they will mark-up reauthorization bills this spring with the intent of enacting the new law prior to the expiration of MAP-21 on September 30. Senate Banking Housing and Urban Affairs Committee Chairman Tim Johnson (D-SD) has also stated that his Committee would move a bill that reauthorizes the transit program. Congress is under significant time constraints since the Highway Trust Fund will fall below levels that can support authorized spending in July. If Congress does not act before then to pass a new law or transfer general funds into the Highway Trust Fund, states and other project sponsors will have to significantly curtail spending on transportation projects and programs.

In March, the Committees continued hearings to examine policy issues. During testimony before the Senate Banking Committee on March 6, American Public Transportation Association (APTA) President Michael Melaniphy, Prairie Hills Transit Director Barbara Cline, and Amalgamated Transit Union (ATU) International President Larry Hanley all stated that federal support is critical to local agencies to maintaining and expanding transit services in communities throughout the country. The witnesses all expressed the view that transit programs are seriously underfunded, which leave transit agencies unable to make capital investments and threaten to force service and staffing cuts and fare increases.

On March 13, Peter Rogoff, DOT Acting Under Secretary for Policy, testified in support of the Administration's budget request to the House Transportation and Infrastructure Committee's Highway and Transit Subcommittee. Rogoff urged the Committee to act quickly to reauthorize and fund the transportation programs, warning that the Highway Trust Fund could face insolvency by as soon as this summer. He estimated that the highway account may drop to \$4 billion as soon as July and the transit account will fall below \$1 billion sometime in August.

On March 5, the Committee's Panel on Public-Private Partnerships held a roundtable on *Public-Private Partnerships in Highway and Transit Projects* to examine the different types of P3s that have been used to finance public projects. Witnesses testified regarding different delivery

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models, including Design-Build-Operate-Maintain (DBOM), Design-Build-Finance-Operate-Maintain (DBFOM) and Concession Agreements for Existing Facilities and the types of financing available through TIFIA loans, Private Activity Bonds, and Private Equity Contributions. Witnesses included Texas Department of Transportation Interim Executive Director and Chief Financial Officer James M. Bass and Denver Regional Transportation District General Manager Phillip Washington.

Fiscal Year 2015 Appropriations

The House and Senate Appropriations Committees have also begun consideration of fiscal year 2015 appropriations, including the Transportation and Housing and Urban Development (THUD) bill. DOT Secretary Foxx testified before the Senate THUD Appropriations Subcommittee on March 12, in support of the President's budget request for transportation. Under Secretary Rogoff testified before the House THUD Appropriations Committee on March 13. Spending levels in both the House and Senate allocations for the THUD bill are expected to be consistent with the \$50.8 billion in discretionary funding agreed to in the January omnibus spending bill, although the proposed level of funding for individual programs accounts may differ between the Senate and House bills. Also, these funding levels are contingent on Congress identifying revenues to support the spending levels.

Commuter Tax Benefit

The Senate Finance Committee has tentatively scheduled a mark-up of a package of tax extenders for the week of March 31, which is expected include an increase in the commuter tax benefit from the current \$130 to \$250 a month to provide parity with current parking benefits. The credit dropped to \$130 on December 31, 2013 when Congress failed to act on a tax extenders bill. Along with the transit commuter benefit, the package will propose to extend additional tax incentives, including research and development costs, a renewable energy production tax credit, and credit for energy efficient appliances. The Committee may reinstate all of the expired tax credit credits, or may approve only select measures. The Committee will also determine whether to provide a one or two year extension. If the Senate passes an extenders bill, it is unclear if the House will take up the legislation. House Ways and Means Chairman David Camp (R-MI) has released a proposal for comprehensive tax reform and is opposed to a piecemeal approach. In the Camp proposal, commuter tax benefits would be maintained at the current levels, a \$130 monthly benefit for transit commuters and a \$250 monthly benefit for drivers.

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Streamlining Project Review and Permitting

On March 6, 2014, the House of Representatives passed *The Responsibly and Professionally Invigorating Development (“RAPID”) Act*, H.R. 2641, by a vote of 229 – 179. The bill would establish procedures to streamline, increase the efficiency of, and enhance coordination of agency administration of the regulatory review, environmental decision making, and permitting process for major actions that are construction activities undertaken, reviewed, or funded by federal agencies. The President has threatened to veto the bill asserting that the legislation would "undercut responsible decision-making and public involvement in the federal environmental review and permitting processes." The proposal would mandate a 4½-year deadline to complete the review process and reduce the statute of limitations to 180 days for challenging an agency's environmental review. The RAPID Act passed the House in the last Congress, but died at the end of session because it was not taken up by the Senate.

Regulatory Review of Existing DOT Regulations

On February 29, DOT issued a request for public comment on the implementation of Executive Order 13563, which outlined a plan to improve regulation and regulatory review (76 FR 3821, Jan. 21, 2011). The Executive Order requires federal agencies to design cost-effective, evidence-based regulations that are compatible with economic growth, job creation, and competitiveness and determine if existing regulations are outmoded, ineffective, insufficient, or excessively burdensome. In 2011, DOT developed a final plan that listed 79 existing rules for which the Department had already undertaken or proposed actions and identified 56 other rules with potential cost savings. The notice requests public comment by March 31. DOT requests comment on how to further implement the Order, either by DOT publishing a Federal Register notice asking for suggestions for specific existing rules to be reviewed, focusing on the 56 rules with no prior action, concentrating on a particular agency within DOT or rules that cut across multiple agencies.

Legislation Introduced

On February 27, Sen. Jean Shaheen (D-NH) introduced *The Strengthen and Fortify Existing (SAFE) Bridges Act* (S. 2063) to assist states to rehabilitate or replace bridges that are structurally deficient, functionally obsolete, or fracture critical. The bill would fund 100 percent of project costs. The bill was referred to the Senate Committee on Environment and Public Works. There are no cosponsors.

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Senators Mark Kirk (R-IL) and Mark Warner (D-VA) introduced *The Highway Innovation Act* (S. 2051) to increase the number of states that are eligible to participate in the Value Pricing Pilot Program (VPPP) and the Interstate System Reconstruction and Rehabilitation Pilot (ISRRPP) Program. Under the bill, the cap on the number of VPPPs (15 states) would be eliminated and the state availability for ISRRPP would increase from 3 to 10. According to the Federal Highway Administration, the slots for both pilot programs are completely full. The bill was referred to the Senate Environment and Public Works Committee.

Senator Kirk also introduced legislation (S. 2050) that would increase the national limitation for highway private activity bonds from \$15 billion to \$19 billion. The bill was referred to the Senate Finance Committee.

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M E M O R A N D U M

April 3, 2014

To: Solano Transportation Authority
From: Susan H. Lent
Re: Report on Federal Legislative Trip

On April 1 and 2, 2014, Members of the Board of the Solano Transportation Authority, STA staff and other stakeholders met in Washington, D.C. with members of Congress, congressional committee staff, and Federal Transit Administrator Therese McMillan. Attending the meetings were Osby Davis, Jack Batchelor, Elizabeth Patterson, Constance Boulware, Mona Babauta, Daryl Halls, Janet Adams, Jayne Bauer and Sandy Person. Susan Lent and Vic Fazio participated in the meetings. Below is a summary of the meetings and next steps.

1. Trevor Higgins, Office of Senator Dianne Feinstein

Trevor Higgins is new to Senator Feinstein's office. He joined the staff from the Department of Energy. The group briefed him on STA's priorities, including the Fairfield TIGER grant application. Trevor expressed support for STA's priorities. He also asked that we send him and Senator Feinstein's local staff person a draft support letter for the Fairfield Station.

2. Tyler Rushforth, Counsel, Senate Committee on Environment and Public Works
(Majority)

We briefed Tyler on the need for a freight grant program and on the importance of including the entire I-80 in the national freight network. We also discussed STA's challenges with the Fish and Wildlife Service consultation process. Tyler expressed interest in and an understanding of STA's priorities. He mentioned that the Committee plans to mark up a bill by the end of April or early May. He expressed the view that MAP-21 had made some significant reforms to the project delivery process and stated that the Majority does not plan to address environmental streamlining in the new bill.

The Republican staff has indicated a desire to include additional environmental streamlining provisions in the bill.

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3. Murphie Barrett, Staff Director, Shant Boyagian, Counsel, House Committee on Transportation and Infrastructure (Majority)

We briefed Murphie and Shant on STA's priorities for the surface transportation bill. Murphie mentioned that they had heard from a number of transit agencies about the impact of the cuts to the Bus and Bus Facilities program and the need for a discretionary program. She thought the Committee would try to find some way to address the issue, but did not explain how it would do so. She raised a concern about the lack of new funding to address funding gaps.

Murphie and Shant mentioned that they are beginning to draft the bill. They could not provide certainty regarding when Chairman Shuster would mark up the bill. Shant mentioned that the Committee was looking further at addressing environmental streamlining. As we mentioned, we are in discussion with the Committee regarding recommendations for streamlining that would benefit STA. Shant also noted that Senator Boxer is not inclined to mark up a bill with significant policy changes. Chairman Shuster, however, had a different perspective and believe that members of his party want to see a more comprehensive bill.

4. Jim Kolb, Staff Director, Helenz Zyblikewycz, Professional Staff, House committee on Transportation and Infrastructure (Minority)

We briefed Jim and Helena on STA's priorities. They expressed support for STA's positions, but noted that they are in the minority and are waiting for the Majority begin discussing the bill with them.

5. Therese McMillan, Federal Transit Administrator

Richard Steinmann, Senior Advisor to the Administrator, and Henricka Buchanan-Smith, Associate Administrator, Office of Program Management, attended the meeting with the Administrator. Leslie Rogers, Region 9 Administrator, participated by phone. We briefed the meeting attendees on STA's transit priorities. Administrator McMillan discussed the President's Budget and the fact that it would increase funding for transit programs and establish new discretionary programs. She asked us to urge Congress to support the budget.

In response to Mona's discussion regarding SolTrans's tripper service issue, the FTA participants recommended that Mona ask the auditor for clarification. Rich Steinmann noted that transit agencies can modify routes to transport school children if they follow the rules.

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In response to Mona noting that MAP-21 precludes funds flowing to MTC on behalf of SolTrans, the Administrator noted that this was a change in law and FTA cannot address this. If this is a significant problem, then we may want to raise it with the congressional committee staff and Congressman Garamendi.

In response to Daryl's briefing on the P3 study, the Administrator noted that FTA has a draft joint development circular that soon will be final. We will forward a copy to Daryl.

We also discussed the TIGER application briefly and the Administrator suggested that we contact the TIGER program office to discuss the project.

6. Congressman Mike Thompson

Congressman Thompson will send a letter of support for the Fairfield TIGER application. We will provide a draft to his staff. Congressman Thompson is a member of the Ways and Means Committee, which is responsible for identifying the funding for the transportation bill. He hypothesized that Congress will not be able to pass a long term bill before MAP-21 expires. He believes that after the primary elections, Congress will pass a law to transfer general funds to the Highway Trust Fund to prevent the Trust Fund from being insolvent. He believes that Congress either will move a transportation bill during the lame duck session or next year, although he recognized that funding remains a challenge.

7. Congressman John Garamendi

Congressman Garamendi agreed to send a letter of support for the TIGER grant. He said that he heard that Secretary Foxx is making decisions himself and agreed to call Secretary Foxx in support of the grant. Congressman Garamendi was critical about Budget Committee Chairman Paul Ryan's fiscal year 2015 budget, because it does not make new funding available for transportation absent Congress finding savings to offset spending. He also noted that the budget would eliminate operating assistance for Amtrak. He asked us to brief him on the Transportation Committee Majority's plans for moving a bill. She also asked for information on the four transportation projects in Solano County that would be negatively impacted if DOT cannot continue to distribute funding to the states. He acknowledged that Congress likely would find a way to continue transportation funding through the election.

8. Kyle Chapman, Office of Senator Barbara Boxer

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Mayor Davis, Mayor Patterson, Jayne Bauer, and Mona Babuata met briefly with Kyle Chapman while the rest of the group met with Congressman Garamendi. They briefed him on STA's priorities.

Cap and Trade Expenditure Priorities

The Solano Transportation Authority supports the expenditure of allowance revenues from the state's Cap and Trade program on cleaner transportation systems that reduce greenhouse gas emissions.

As participants in the Metropolitan Transportation Commission's (MTC) Plan Bay Area (the Bay Area's Sustainable Communities Strategy (SCS) as required by SB 375), STA supports the expenditure program adopted by MTC for Cap and Trade funds. Implementation of Plan Bay Area through the use of Cap and Trade revenues will ensure that locally-beneficial projects and programs contained in the SCS will be funded.

The Governor has proposed that \$100M of Cap and Trade be allocated to the Strategic Growth Council to create a statewide competitive funding program. STA, MTC and a broad coalition of transportation agencies supports a more regional and local approach.

We urge the State Legislature to dedicate State Cap and Trade funds to the regions which can better decide how to distribute the funds among their local jurisdictions.

Specifically, the state's Cap and Trade program should:

1. Dedicate the allocation revenues related to fuels to transportation investments.
2. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing greenhouse gas (GHG) emissions from the transportation sector.
3. Structure the investments to allow local agencies to integrate transportation and land use strategies.
4. Distribute available funds to regional and local jurisdictions to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments at the local level.
5. Provide the incentives and assistance that local governments need to make SB 375 work.



In Solano County, the following projects and programs align with four Cap and Trade Program Funding Categories established by MTC.

Transit Operating and Efficiency Program



Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period. 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% of all trips.

- Replacement of 28 SolanoExpress intercity buses needs to occur in the next 5 years. We have a \$6M shortfall for this capital expense. \$6M over the course of the next 30 years will not produce an effective funding stream for this capital expense.

This is an opportunity for regional Cap and Trade funds to fully finance these bus replacements.

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 - 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.

- STA received \$18.769M in OBAG funds last year. These funds supported 24 projects and programs that will be in the construction phase by 2016 in the following categories, which would likely be supported in the next round:
 - Local Streets and Roads
 - Priority Development Area (PDA) Planning
 - Priority Conservation Area (PCA) Planning and Projects
 - Transit
 - Complete Streets
 - Bicycle/Pedestrian
 - Safe Routes to School
 - Improved mobility for seniors and people with disabilities



Cap and Trade funds could launch these kinds of projects in the interim.

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.

- Alternative Fuels Plan – Implementation includes:
 - Supporting CNG Facilities in Dixon and SolTrans service areas
 - Supporting conversion of City/County fleets to alternative fuel vehicles (transit and day-to-day vehicles)
- Safe Routes to School engineering projects - \$1.2 M is identified under OBAG funding
- Complete Streets – Benicia – Military West corridor demonstration project
- PCA projects to ensure transportation network adequately supports the preservation of agricultural/open-space



Cap and Trade funds could support more unfunded projects coming down the road.

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 Alameda, Contra Costa and Solano County to update the regional goods movement program and to inform the California Freight Mobility Plan.



- I-80 is the second busiest corridor in the region where about 150,000 cars per day travel within Solano County. 86% of Solano commuters take I-80 to the Bay Area or Sacramento for work.
- I-80 carries the third highest truck volume in the Bay Area with 10-12,000 truck per day serving primarily as a connector to the transcontinental freight network.
- Without improvements, by 2030 I-80 will be 60% gridlocked during peak commute hours in Solano County. Current travel demand models show 26 miles between Vallejo and Vacaville will experience stop-and-go evening commute congestion.
- \$100M was invested in the I-80 Eastbound Truck Scales relocation project, recently completed by STA and Caltrans and opened to truck traffic in July 2013.
- At a projected cost of \$170M, the counterpart to the Eastbound Scales needs to be reconstructed on the Westbound side of I-80. The project will increase capacity for the truck scales and queuing, reduce congestion and rear-end accidents along I-80. Through the use of state-of-the-art technology, public safety and national security will be increased along this regional freight corridor. *No funding source has yet been identified.*
- Improvements to the I-80/I-680/SR 12 Interchange Complex have been a priority for more than a decade, with a total of \$151M in funding secured and a remaining \$550M *still to be located*. The first of seven segments of these improvements will begin in 2014. The project will provide new highway connectors and capacity, reduce congestion, improve safety, and accommodate current and future traffic needs.



Cap and Trade funds could jumpstart these major regional trade corridor improvements.

Photo courtesy of California Department of Transportation District 4; © 2014

California's Greenhouse Gas Emissions & the 2020 Target

California is the 15th largest emitter of greenhouse gases on the planet, representing about 2% of the worldwide emissions. AB 32 references 5 other greenhouse gases, although carbon dioxide is the largest contributor to climate change.

Allowance auctions are held quarterly with the first occurring in 2012. In 2014-15, the Governor proposes to spend \$850 million (based on revenues collected in the first 3 auctions of this fiscal year): \$750 million new revenue and \$100 million from partial repayment of the loan made in 2013-14.

Below is a summary of revenues and expenditures through February 2014 (actual and proposed):



Summary of Cap and Trade Funding (Dollars in Millions)								
Fiscal Year	Beginning Balance	Auctions	Total Collected	Total Anticipated	Loan Payback	Projected Fund Balance	Expended /Loaned	Remaining
2012-13	\$0	3	\$250	\$250	\$0	\$250	\$0	\$250
2013-14	\$250	2	\$406	\$500	\$0	\$750	-\$530*	\$220
2014-15	\$220	0	\$0	\$550	\$100	\$870	-\$850**	\$20

*\$500 million was loaned to the General Fund in 2013-14
 **\$850 million proposed for expenditure in 2014-15

Below is a breakdown of allocations in the governor's 2014 Cap and Trade \$850M revenue proposal. The STA Board supports the following allocation increases as shown in the right-hand column:

- Intercity and Urban Rail Systems under Rail Modernization from \$50M to **\$500M**
- Sustainable Communities from \$100M to **\$500M** – to regional and local agencies, instead of Strategic Growth Council

Governor's 2014-15 Budget Proposal for Cap and Trade Revenue Allocations				
Based on a Conservative Revenue Estimate of \$850M*				
Investment Category	Department	Program	Amount	STA
Sustainable Communities & Clean Transportation \$600M	High Speed Rail Authority	Rail Modernization – High Speed Rail	\$250M	\$250M
		Rail Modernization – Intercity/Urban Rail	\$50	\$500M
	California Air Resources Board	Low Carbon Transportation	\$200M	
	Strategic Growth Council	Sustainable Communities	\$100M	\$500M
Energy Efficiency & Clean Energy \$140M	Dept. of Community Services and Development	Energy Efficiency Upgrades & Weatherization	\$80M	
	Dept. of General Services	Green State Buildings	\$20M	
	Dept. of Food & Ag	Agricultural Energy & Operational Efficiency	\$20M	
	Dept. of Water Resources	Water Action Plan - Water & Energy Efficiency	\$20M	
Natural Resources & Waste Diversion \$110M	Dept. of Forestry & Fire Protection	Fire Protection & Urban Forestry Projects	\$50M	
	Dept. of Fish & Wildlife	Water Action Plan - Wetlands & Watershed Restoration	\$30M	
	Cal Recycle	Waste Diversion	\$30M	
TOTAL			\$850M	

*\$100M of this is a partial repayment of the \$500M 2013-14 Cap and Trade loan

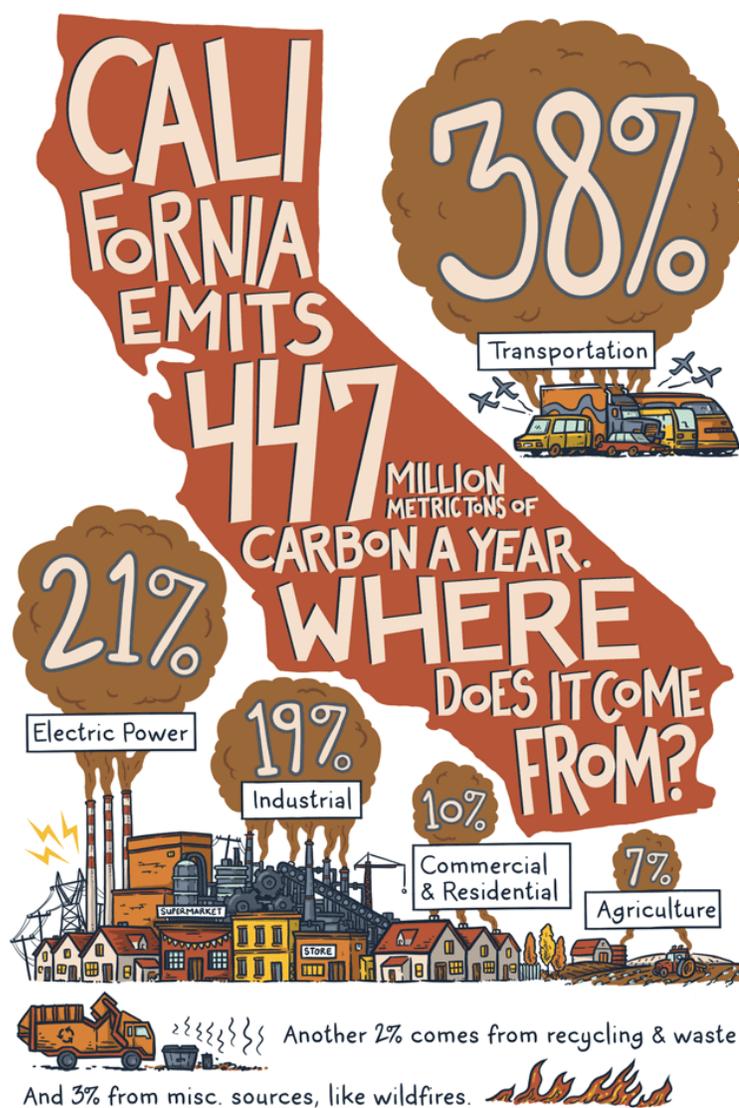
CAP AND TRADE 101

In 2011, the California Air Resources Board (ARB) adopted a Cap and Trade market-based regulation, expected to help California meet the goal established by AB 32 (the California Global Warming Solutions Act of 2006) to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050.

Under cap-and-trade, an overall limit (cap) on GHG emissions is set each year and an emitter subject to the cap must purchase a permit (allowance) for each ton of carbon it will emit. The number of allowances available is equal to the cap. In the first three years of the program, approximately half of the allowances are given away for free and half are sold at auction (or traded). The cap declines approximately 3 percent each year beginning in 2013.

Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. Cap and trade is an environmentally effective and economically efficient response to climate change.

Currently, the capped sectors include electrical utilities and large industrial facilities, such as oil refineries, food and drug plants, dairies, cement manufacturers, mining operations, iron & steel processing plants, and breweries. Transportation fuel distributors will come under the cap and begin purchasing allowances in 2015. The state only receives revenue from allowances sold to large industrial facilities and eventually, distributors of transportation fuels.



Based on 2010 data from the CA Air Resources Board. Illustrated by Andy Warner.

California's Greenhouse Gas Emissions and the 2020 Target

California is the fifteenth largest emitter of greenhouse gases on the planet, representing about two percent of the worldwide emissions. Although carbon dioxide is the largest contributor to climate change, AB 32 also references five other greenhouse gases: methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

Allowance auctions are held quarterly with the first occurring in 2012. In 2014-15, the Governor is proposing to expend \$850 million based on revenues collected in the first three auctions of the current fiscal year; \$750 million of which is new revenue and \$100 million from the partial repayment of the loan made in 2013-14.

Below is a summary of revenues and expenditures through February 2014 (actual and proposed):

Summary of Cap and Trade Funding (Dollars in Millions)								
<i>Fiscal Year</i>	<i>Beginning Balance</i>	<i>Auctions</i>	<i>Total Collected</i>	<i>Total Anticipated</i>	<i>Loan Payback</i>	<i>Projected Fund Balance</i>	<i>Expended/ Loaned</i>	<i>Remaining</i>
2012-13	\$0	3	\$250	\$250	\$0	\$250	\$0	\$250
2013-14	\$250	2	\$406	\$500	\$0	\$750	-\$530*	\$220
2014-15	\$220	0	\$0	\$550	\$100	\$870	-\$850**	\$20

*\$500 million was loaned to the General Fund in 2013-14

**\$850 million proposed for expenditure in 2014-15



Below is a breakdown of allocations in the governor's 2014 Cap and Trade \$850M revenue proposal:

Governor's 2014-15 Budget Proposal for Cap and Trade Revenue Allocations			
Based on a Conservative Revenue Estimate of \$850M*			
<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Sustainable Communities & Clean Transportation \$600M	High Speed Rail Authority	Rail Modernization	\$300M
	California Air Resources Board	Low Carbon Transportation	\$200M
	Strategic Growth Council	Sustainable Communities	\$100M
Energy Efficiency & Clean Energy \$140M	Dept. of Community Services and Development	Energy Efficiency Upgrades & Weatherization	\$80M
	Dept. of General Services	Green State Buildings	\$20M
	Dept. of Food & Ag	Agricultural Energy & Operational Efficiency	\$20M
	Dept. of Water Resources	Water Action Plan - Water & Energy Efficiency	\$20M
Natural Resources & Waste Diversion \$110M	Dept. of Forestry & Fire Protection	Fire Protection & Urban Forestry Projects	\$50M
	Dept. of Fish & Wildlife	Water Action Plan - Wetlands & Watershed Restoration	\$30M
	Cal Recycle	Waste Diversion	\$30M
TOTAL			\$850M

*\$100M of this is a partial repayment of the \$500M 2013-14 Cap and Trade loan

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California State Senate

SENATOR
DARRELL STEINBERG
PRESIDENT PRO TEMPORE



FOR IMMEDIATE RELEASE

April 14, 2014

Contact: [Rhys Williams](mailto:Rhys.Williams@leg.ca.gov) (916) 651-4006

Senate leader proposes permanent sources of funding for sustainable affordable housing and mass transit

Formidable coalition backs the long-term investment plan for clean infrastructure that promises smart growth, jobs, to meet California's landmark climate goals

(Sacramento, CA) – Two months after a speech that provoked a firestorm debate on the best way to move California's climate strategy forward, California Senate Leader Darrell Steinberg today presented a long-term investment strategy for projected Cap-and-Trade revenues, to further California's pursuit of its landmark greenhouse gas reduction goals.

The investment strategy, unveiled at a Capitol press conference, dedicates a permanent source of funding for affordable housing in sustainable communities, mass transit, and offers a guaranteed catalyst for job-creation as California's economy continues its recovery.

"Cap-and-Trade needs a long-term strategy that maximizes the efficiency of its revenues as we seek to curb greenhouse gasses. I am thrilled to stand with a broad coalition of good environmental stewards, advocates for social justice, experts in transit-oriented development, and the working men and women of California," Senator Steinberg (D – Sacramento) said. "This strategy is designed to achieve the objectives of AB32 through significant reductions in greenhouse gas and the direction of public and private investment to California's low-income and disadvantaged communities, which are disproportionately burdened by air pollution and the effects of climate change."

"I thank Senator Steinberg for bringing forward his concept of what a long term expenditure plan for AB 32 should be to reduce greenhouse gas emissions and make critical investments in areas such as transit and energy efficiency," said Senator Fran Pavley (D-Agoura Hills). "I look forward to working with Senator Steinberg, our colleagues and other stakeholders as this bill moves forward."

Overview

Both sustainable affordable housing and mass transit, key to achieving the goals of California's Global Warming Solutions Act (AB32 of 2006), are already facing a catastrophic funding crisis. The strategy ensures that California's suite of climate policies, taken as a whole, provides a net benefit to disadvantaged and low-income communities as California reduces greenhouse gas emissions, goals that were heavily-endorsed by voters with their rejection of Proposition 23 in 2010.

In addition to permanent funding sources for affordable housing and mass transit, the strategy (available here) also provides a permanent source of funding for highway and road rehabilitation to improve traffic flows and repair, to retrofit streets for cycle-lanes, and for the Governor's High Speed Rail project, which is projected to reduce heavy

emissions generated by air and road travel. Senator Steinberg's proposed strategy identifies funding for green infrastructure projects and clean-vehicle programs, seed funds to assist clean projects, and rebates for consumers.

In an address before the Sacramento Press Club on February 19, Senator Steinberg proposed swapping Cap-and-Trade's forthcoming expansion into the non-stationary fuels market for a direct Carbon Tax on those same fuels, while returning most of the revenues to low- and middle- income families through a tax credit, and a permanent source of funding for transit. In that speech, Senator Steinberg remarked *"If all you report is that 'Steinberg proposes Carbon Tax', you're missing half the speech and you're missing half the point... My larger concern is the economic impact on low and moderate income people and how we achieve these essential climate goals."*

Affordable Housing

With bond funding exhausted and redevelopment funds eliminated by a California court, California has virtually no state investment in affordable homes while rents were higher in 2012 than they were at the height of the housing boom. The proposed strategy creates a permanent source of funding for affordable housing.

In a joint-statement from Ray Pearl of the California Housing Consortium, and Shamus Roller of Housing California, the affordable housing advocates said *"California's affordable housing community applauds Senate President pro Tem Steinberg for prioritizing much-needed commitment to state investment in developing affordable homes that create jobs while helping our state meet its goals to reduce greenhouse gas emissions through AB 32. This proposal would bring much-needed investment to build homes close to transit centers, and is welcome news particularly for the state's urban areas. We call on California's elected leaders to make this proposal the starting point for a comprehensive statewide funding strategy to increase the supply of affordable homes in communities across the state, create jobs, reduce homelessness, and improve health and educational outcomes."*

Smart Growth

The strategy proposes investments in affordable housing be centered in sustainable communities, illustrated by MacArthur Station, a mixed-use transit-oriented development in Oakland, California designed to redevelop and revitalize a transit-oriented community that enhances bicycle and pedestrian use, with increased access to BART and connecting public transit lines.

"Senator Steinberg's proposed investments will lead to cleaner, healthier communities. These are also investments in equity so that Californians at all economic levels will benefit" said Tom Adams, an environmental activist and retired environmental lawyer, adding *"Under Senator Steinberg's proposals, California will set another milestone for global leadership on clean energy and climate. Over at the circus of the climate deniers the carnival barkers say climate policy will result in hardship. Senator Steinberg, on the other hand, is showing that sound climate policy means rebuilding our cities, creating jobs, improving transportation and increasing social equity."*

Mass Transit

Also true to Senator Steinberg's February proposal is a commitment to provide a permanent source of funding for mass transit and develop 21st Century infrastructure for California to reduce traffic and their polluting emissions. The state's road users are collectively on course to travel 1.1 billion miles daily by 2020, an increase of over 100 million miles travelled daily over the next six years.

Joshua Shaw, Executive Director of the California Transit Association said, *"Senator Steinberg's plan builds upon the foundation laid by Governor Brown, by confirming that public transit is not simply a discretionary service; it is essential – and becoming increasingly more vital to the health and well-being of our state."*

Tens of Thousands of New Jobs

A standard assessment used by Federal and State government projects that for every \$1 billion invested in transportation projects, 17,000 jobs are created. Conversely, a study by the Economic Development Research Corporation projects that congestion threatens 480,000 jobs representing \$32 billion per year in income by 2040.

"The California Alliance for Jobs supports the concepts contained in Senator Steinberg's Cap and Trade Long Term Investment Plan" said Jim Earp, Executive Director of California Alliance for Jobs, and *"By making investments in*

transportation projects that reduce greenhouse gas emissions, California will continue its leadership role in addressing climate change while also creating thousands of skilled construction jobs building new transit lines, infill projects, and improving streets and roads that service transit corridors and alternative modes of transportation. We believe that while this is a significant step forward, there is still considerable work ahead to flesh out a proposal with many moving parts into a viable bill. We welcome the opportunity to continue to work with Senator Steinberg over the coming weeks and applaud his leadership on this critical issue."

Formidable Coalition

Attending the press conference in support of the strategy:

- Robbie Hunter, President, State Building and Construction Trades Council of California
- Jim Earp, Executive Director, California Alliance for Jobs
- Ann Notthoff, California Director, Natural Resources Defense Council
- Tom Adams, environmental activist and retired environmental lawyer
- Shamus Roller, Executive Director, Housing California
- Marina Wiant, Policy Director, California Housing Consortium
- Joshua Shaw, Executive Director of the California Transit Association
- Steve Heminger, Executive Director of the Metropolitan Transportation Commission
- Bill Higgins, Executive Director, California Association of Councils of Governments
- Chris McKenzie, Executive Director, League of California Cities
- Mike McKeever, Executive Director of Sacramento Area Council of Governments (SACOG)
- Joel Keller, Board President, Bay Area Rapid Transit (BART)
- Jeanie Ward-Waller, California Policy Advocate, Safe Routes to School National Partnership

What They're Saying

"CSAC appreciates Senator President Pro Tempore Darrell Steinberg's leadership on the investment of Cap and Trade funding and recognition of the importance of investing in sustainable communities to achieve cost effective greenhouse gas (GHG) emissions reductions. Local governments stand ready to work with Senator Steinberg to seize the opportunity at the local level to make meaningful GHG reductions and help the State reach our AB 32 goals."

- Matt Cate, Executive Director, California State Association of Counties (CSAC)

"Cap and Trade was implemented by the Air Resources Board as a means to help achieve the goals outlined in AB 32 [the Global Warming Solutions Act of 2006], and expanded transit is critical to meeting those goals. We're thankful that Senator Steinberg's proposal acknowledges the role of transit systems in reducing greenhouse gas emissions levels in California."

- Donna DeMartino, Chair of the California Transit Association and General Manager/CEO of the San Joaquin Regional Transit District;

"A dedicated funding program for smart growth development near transit would be a game changer for BART and what it can accomplish to improve the quality of life in the Bay Area. Having funds to revitalize areas around our stations, such as our planned Transit Oriented Development project adjacent to the MacArthur BART Station in Oakland, will help encourage a transit first lifestyle affordable to all residents."

- Joel Keller, Board President, Bay Area Rapid Transit

"We applaud the Senator with his efforts that focus on a secure transit funding source for capital and operating expenses, assisting regional transportation agencies in our efforts in meeting AB 32 and SB 375 goals. The flexibility allowed with this proposal, allowing transit operators to use the funding for both operations and capital expenditures will provide vital and necessary transportation services to Orange County's transit-reliant population."

- Darrell Johnson, Chief Executive Officer, Orange County Transportation Authority

"In 2008, Senate Pro Tem Steinberg established himself as a leader in the planning and development of sustainable communities when he authored SB 375. That legislation required metropolitan planning organizations (MPOs) to integrate land use and transportation planning by developing a "sustainable communities strategies" in the regional

transportation plan that meet greenhouse gas reduction targets set by the state (from cars and light trucks). However, SB 375 also found the need for a sustainable source of funding to “accommodate the patterns of growth consistent with the state’s climate, air quality, and energy conservation goals. Today, the Pro Tem builds on his landmark SB 375 by proposing to invest in regional sustainable communities strategies and other transportation related investments. The California Association of Councils of Governments (CALCOG) supports the investment of cap and trade revenues in transportation, land use, and infrastructure for sustainable communities. Like the regional emission targets, an effective state investment plan requires a strong, well-defined role for the regional agencies responsible for achieving the state’s greenhouse gas emission reduction targets. CALCOG appreciates that this plan contemplates a role for regional governments in making the investment in sustainable communities. We also appreciate the Governor’s role in identifying this issue in his cap and trade investment plan. We now look forward to working with the Pro Tem and the Governor in the coming weeks to develop an efficient, accountable investment program that is consistent with SB 375 by prioritizing projects that achieve maximum greenhouse gas reductions.”

- Bill Higgins, Executive Director of the California Association of Councils of Governments (CALCOG). CALCOG is a member association of councils of governments and regional transportation planning agencies in California, which includes the state’s 18 metropolitan planning organizations responsible for SB 375.

###

A Long-Term Investment Strategy for Cap-and-Trade Revenue

INTRODUCTION

California has long been an international leader on clean energy and climate efforts through energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards for passenger vehicles.

In 2006, California established the nation's benchmark for greenhouse gas emission reductions with the passage of AB32, the California Global Warming Solutions Act (Pavley). AB32 required the State Air Resources Board to develop a scoping plan, including direct regulations, performance-based standards, and market-based mechanisms to achieve this level of greenhouse gas emission reductions.

The State Air Resources Board has implemented a Cap-and-Trade program under the general authority granted under AB32 to implement market-based mechanisms. But full pollution reductions cannot be achieved without a long-term strategy for investing the program's revenues effectively and affordably.

SB 535 (De Leon 2011) built upon the CA climate program by recognizing the disproportionate impacts of greenhouse gases on disadvantaged and low-income communities in California including, for example, higher rates of respiratory illness, hospitalizations, and premature death from inordinately substandard air quality. It requires that 25 percent of cap and trade revenues be allocated to disadvantaged communities to reduce pollution.

Through SB 375 of 2008 (Steinberg), the legislature recognized that without improved land use and transportation policy, California will not be able to achieve the goals of AB 32 because the transportation sector remained the single largest contributor of greenhouse gases of any sector in the State of California.

This long-term investment strategy of Cap-and-Trade revenue is deliberately designed to achieve the objectives of AB32: a significant reduction in greenhouse gas emissions while mitigating a disproportionate impact of policies' strategy on California's low-income and disadvantaged communities.

Fundamentally, this long-term investment strategy embodies the objectives of Cap-and-Trade by ensuring that all expenditures are used to achieve maximum reductions in greenhouse gases. This long-term investment strategy is designed to curb human-induced global warming by reducing pollution from traffic and vehicle trips through retrofitting our communities with more affordable and efficient transit, housing, and land uses. In doing so, this long term investment strategy will improve public health

and help Californians save money with convenient and affordable alternatives to spending more of their family budgets on ever-increasing fuel costs at the pump.

The objectives of this strategy will not be met overnight. It will take time and a long term commitment to witness the environmental dividends of these investments. That is why it is imperative to act now.

###

FRAMEWORK

All investments must:

- Lead to reductions in greenhouse gas emissions, consistent with AB32 (Pavley) of 2006;
- Be subject to a competitive ranking process to ensure those projects providing maximum feasible reductions in greenhouse gases are funded;
- Meet all existing constitutional and statutory requirements for use and allocation of Cap-and-Trade funds, including, but not limited to:
 - California Constitution Article XIII,
 - SB375 (Steinberg) – The Sustainable Communities and Climate Protection Act of 2008, relating to transit-oriented development,
 - SB535 (De Leon) – The California Communities Healthy Air Revitalization Trust of 2011, relating to ensuring disadvantaged communities receive at least 25% of funds,
 - SB1018 (Budget Committee) of 2012, relating to agencies carefully reporting, documenting and justifying expenditures of funds to protect against lawsuits.

INVESTMENT STRATEGY

- I. **A Permanent Source of Funding for Affordable Housing and Sustainable Communities (40%)**
- a. **Purpose:** Support regional sustainable communities strategies including investments in affordable housing, transit-oriented development, land use planning, , active transportation, high density mixed use development, transportation efficiency and demand management projects.
 - b. **Parameters:** At least half of these funds (equivalent to at least 20% of total allocations) shall be used for affordable housing, centered in transit-oriented development and consistent with GHG reduction strategies.
 - c. **Allocation method:** Distributed through SGC to regions. Projects selected based on competitive GHG performance.

II. A Permanent Source of Funding for Transit (30%)

- a. **Purpose:** Transit construction and operations.
- b. **Parameters:**
 - i. At least 5% of the transit amount would have to be used for transit connectivity projects.
 - ii. At least 5% of the transit amount would have to be used for direct transit assistance to consumers (could be in the form of passes, additional access, etc.).
- c. **Allocation method:** Distributed based on GHG performance criteria

III. A Permanent Source of Funding for High Speed Rail (20%)

- a. **Purpose:** Ongoing source for construction of HSR.
- b. **Allocation method:** Continuously appropriated. Could be securitized.

IV. A Permanent Source of Funding for State Highway and Road Rehabilitation and for Complete Streets (10%)

- a. **Purpose:** Traffic management, repair, deferred maintenance, bikeways, and retrofits of roads and highways.
- b. **Allocation method:** distributed based on competitive GHG performance criteria.

V. Natural resource, water, and waste (\$200 million annually)

- a. **Purpose:** Water efficiency infrastructure projects, forestry and landscape issues, wetland development, waste diversion and recycling, energy efficiency, clean vehicles, and "black carbon" reduction.
- b. **Allocation method:** Subject to annual appropriation in the Budget Act.

VI. Climate dividend for transportation fuel consumers (\$200 million annually)

- a. **Purpose:** To use portion of cap-and-trade funds to show consumers that California's climate policies are generating new dollars for them where such use would not create new legal vulnerabilities for the use of those funds.
- b. **Allocation method:** Several options, for example, a rebate check on monthly fuel bills; once per year rebate with motor vehicle registrations. These options may require a higher legislative vote threshold depending upon how they are drafted.

VII. "Charge Ahead" Electric Vehicle Deployment Program (\$200 million annually)

Purpose: Funding a comprehensive vision for cleaning up the state's cars, trucks, buses, and freight movement to meet federally mandated clean air requirements and California's long-term GHG goals.

- a. **Allocation Method.** Appropriated annually in the Budget Act.

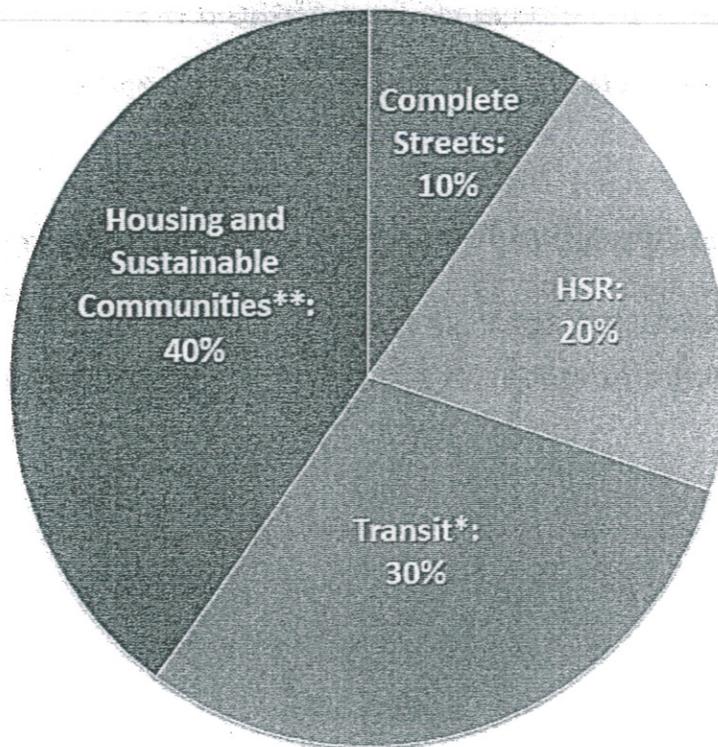
VIII. Green Bank Funding (not less than \$10 million annually)

- a. **Purpose:** a state fund to assist the financing of clean energy and other environmentally sustainable projects.
- b. **Allocation method:** appropriated annually in the Budget Act.

VISUAL SUMMARY

- \$200 million for natural resource, water, and waste.
- \$200 million for climate dividend for consumers.
- \$200 million for electric vehicle deployment
- \$10 million for green bank funding

Remaining balance distributed as follows:



**Of Transit amount, at least 5% shall be used for transit connectivity projects and at least 5% shall be used for direct transit assistance to consumers.*

***Of the Housing and Sustainable Communities amount, at least half shall be used for affordable housing.*

FISCAL ILLUSTRATION

Distribution of Cap-and-Trade, assuming revenue of \$5 billion annually:

Category	Amount (millions)
I. Affordable Housing and Sustainable Communities	\$1,756
II. Transit	\$1,317
III. High Speed Rail	\$878
IV. Complete Streets	\$439
V. Natural Resource, Water, Waste	\$200
VI. Climate Dividend	\$200
VII. Electric Vehicle Deployment	\$200
VIII. Green Bank Funding	\$10
TOTAL	\$5,000

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DATE: April 18, 2014
TO: STA TAC
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)
Designation

Background:

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, low income and transit dependent individuals with their transportation needs. On April 9, 2014, the Solano Transportation Authority's Board of Directors unanimously adopted the Solano County Mobility Management Plan. The Plan identifies existing services and programs, explore potential partnerships, and analyzes how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan identifies four key elements to assist seniors, people with disabilities, 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.

Three components of the Plan have been approved for implementation by the STA Board: ADA In-Person Eligibility Process, Travel Training and a Call Center. The ADA In-Person Eligibility Process was initiated July 2013. As Travel Training complements that process, that program has been moving forward as well. A consultant has been secured and has begun work on the website. The STA Board also approved a Mobility Management Call Center to be implemented by expanding the STA's Solano Napa Commuter Information (SNCI) program's call center. The Mobility Management Call Center would also be responsible for keeping the Mobility Management website updated as well as the Mature Driver Program Information.

The Solano County Mobility Management Plan presents how the four key programs could be implemented. In addition, various organizational options were discussed on where Mobility Management programs could be housed. Non-profits, transit operators, cities/counties and other public agencies could take one or more of these functions, either at the community level or on a countywide basis.

History of and what is a Consolidated Transportation Service Agencies (CTSA)

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred designating CTSAs within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSAs to coordinate services at the County level. In their recently updated Coordinated Public Transit-Human Service Transportation Plan (“Coordinated Plan”), MTC elaborates on why Mobility Management and CTSAs are coming to the forefront. The Coordinated Plans points out that the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level. MTC’s Plan describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs. See Attachment A for the complete list.

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSAs as local or regional coordinating bodies as well as, indicating a preference in certain statewide funding processes for CTSAs.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC’s process for designating CTSAs. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is “MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

Discussion:

The draft Solano Mobility Management Plan outlines several options for designating a CTSA for Solano. These include:

1. Establishing a new non-profit or separate joint powers agency for this specific purpose.
2. Designating an existing agency such as a countywide transit operator or the county Congestion Management Agency to serve as the CTSA.

The recent mobility management planning and program efforts of the STA are consistent with MTC's Coordinated Public Transit Human Service Transportation Plan.

This includes the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.
2. The STA Board approved an RFP for a Travel Training program and selected a consultant. STA will also be working with local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. A RFP to create a Mobility Management website was approved by the STA Board and a consultant has been selected.

Other priority projects that would benefit seniors, people with disabilities and/or low-income are outlined in the STA's Solano Senior and People with Disabilities Transportation Study and the five Community Based Transportation Plans completed in Solano County.

MTC staff has been monitoring Solano's development of the Mobility Management Plan and has been supportive with the progress made and the direction it is taking. The STA was invited to present Solano County's process and progress on mobility management at a region-wide mobility management summit sponsored by MTC last fiscal year.

CTSA Designation is typically granted for a finite period at which point it needs to be evaluated. In essence, this creates a pilot period for CTSA designation and the end of which an evaluation could occur to determine if CTSA designation should be continued.

At the November Consortium meeting, Solano's transit operators discussed the idea of a CTSA being designated in Solano County. Members of the Consortium expressed that if a CTSA is formed, or designated, that it should bring value to the county and to the operators. With the right mix of services, a CTSA could provide more personalized services to individuals who have mobility challenges that are difficult for transit operators to serve thus improving mobility for clients while freeing up transit resources to be reallocated more cost-effectively. Transit operators emphasized that the funding of a CTSA should protect existing transit funding. There was an interest in a CTSA structure that was inclusive of transit operators in terms of decision-making. The Consortium requested that examples of CSA's be brought back to Consortium for discussion.

The draft Mobility Management Plan included a discussion and examples of various organizational structures for a CTSA. CSA's can be designated upon stand-alone (non-profit or public) organizations, new or existing organizations, or multiple organizations. Staff has

supplemented the information in the Plan and the combined information is shown on Attachment E. This was presented at the February 2014 Consortium meeting.

At the March 2014 Consortium meeting, CTSA designation in Solano County was discussed for a second time. The initial comments on the March Consortium meeting comments are presented on Attachments F and G. There was general consensus that the concepts of CTSA could be beneficial for Solano County, but more time was requested to review and evaluate details of a proposed CTSA for Solano County. The Consortium members requested STA staff provide a draft proposal outlining a CTSA's potential goals, operations, and representation for review and a more in-depth discussion prior to the next Consortium meeting. The meeting is scheduled for the morning of the April Consortium meeting.

STA staff is planning to discuss CTSA designation at the May STA Board meeting. The Consortium's comments as presented in this report will be presented to the STA Board. The action for this agenda item is to confirm that the comments are accurately presented on Attachments F and G.

Fiscal Impact:

Designation as a CTSA is anticipated to open up future funding opportunities as mobility management is becoming a higher priority regionally, statewide, and nationally.

Recommendation:

Recommend forwarding the attached summary of comments from the SolanoExpress Transit Consortium to the STA Board regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. MTC Resolution 4097
- D. MTC Process for Designating CTSAs
- E. CTSAs Summary
- F. Summary of initial comments
- G. Summary of March Consortium comments

**MTC Transit Sustainability Project
ADA Paratransit Study Recommendations
(incorporated into Coordinated Plan)**

1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View
of
Mobility Management**

According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 2d

Resolution No. 4097

Subject: Renewal of Consolidated Transportation Service Agency (CTSA)
Designation for Outreach & Escort, Inc. in Santa Clara County

Background: In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. The Social Service Transportation Improvement Act of 1979 (AB 120) mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs).

Currently, CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. Benefits of CTSA designations for non-profits in particular include the ability to purchase using state contracts, and reduced DMV fees.

In January 2013, MTC received a request from Outreach and Escort, Inc. (Outreach) for CTSA re-designation. Outreach is a private, non-profit organization that has a long history of providing human service transportation services and coordination in Santa Clara County. Outreach was designated as a CTSA for Santa Clara County in 2011. The current designation expires on June 30, 2013.

Consistent with the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area (MTC Resolution No. 4085), MTC notified the County Board of Supervisors, Santa Clara PCC, and Santa Clara Valley Transportation Agency (VTA) of Outreach's request. VTA responded with a letter of support; no other responses were received as of this mailing. Outreach has provided materials to support their request, including a description of their services and coordination activities.

Over the past two years Outreach has successfully demonstrated countywide consolidation and coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Santa Clara's transportation-disadvantaged populations.

Staff recommends extending CTSA status to Outreach until June 30, 2017 with the understanding that Outreach will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. A four-year long designation will provide Outreach with planning and procurement advantages and is in line with the Coordinated Plan's expected update cycle.

Issues: None.

Recommendation: Refer MTC Resolution No. 4097 to the Commission for approval.

Attachments: VTA Support Letter
MTC Resolution No. 4097

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February 22, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street, 3rd Floor
Oakland, CA 94607-4700

RECEIVED
FEB 27 2013
MTC

RE: Support for Designation of Outreach and Escort, Inc. as a Consolidated Transportation Service Agency

Dear Mr. Heminger:

The Santa Clara Valley Transportation Authority (VTA) has received a request from Outreach and Escort, Inc. (OUTREACH) to support its' re-designation as a Consolidated Transportation Service Agency (CTSA).

OUTREACH held CTSA designation between 1982 and 1995 and then in 2011 OUTREACH again received designation for a two-year period that expires June 2013. Given their extensive efforts in providing transportation programs for seniors and persons with disabilities, we support a re-designation on an ongoing basis similar to that provided to other non-profit agencies in the state.

OUTREACH has been VTA's paratransit services broker since 1993. During this time, they have provided high quality, cost effective paratransit with exemplary customer service, broad community support and a commitment to pursuing non-VTA funds to support the program. The CTSA designation enables OUTREACH as a non-profit to reduce DMV fees and procure using the State contract, which in turn helps sustain a cost effective paratransit program.

VTA's ongoing support is conditioned on MTC's stipulation that OUTREACH will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. This is an important issue as these funds are used by VTA to support our ADA mandated paratransit services. Further, if new grant fund programs are developed in the future, we request that MTC review and determine their applicability for CTSA use.

Please call Jim Unites, Deputy Director, Service and Operations Planning, at (408) 321-7032 if you require any additional information.

Sincerely,

A handwritten signature in black ink that reads "Michael T. Burns".

Michael T. Burns
General Manager

- c: VTA Board of Directors
VTA Committee for Transit Accessibility
Katie Heatley, President/CEO, OUTREACH
Michael Hursh, Chief Operating Officer
John Ristow, Chief CMA Officer
Marcella Rensi, Programming & Grants Manager
Jim Unites, Deputy Director, Service and Operations Planning

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

ABSTRACT

Resolution No. 4097

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

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

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and

WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

**MTC's Process for Designating CTSA's
(Reso 1076 revised and Reso. 4097)**

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for constancy with mobility management activities as outline in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

MTC's evaluation of CTSA candidates takes into account various factors, including but not limited to:

- Past CTSA designations and performance
- Scale of geography covered by designation request
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders
- Applicant's existing and potential capacity for carrying out mobility management functions
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Consolidated Transportation Services Agencies (CTSA)

Examples

A CTSA provides the structure to operate mobility management programs. Currently there is only one designated CTSA in the Bay Area and that is Outreach in Santa Clara County. As discussed in the draft Mobility Management Plan, there are several service delivery structure options for a CTSA. Examples of each of the different structures are presented below with a brief summary of their services and funding sources.

- Public Agency
 - City/County government
 - Transit agency
 - JPA
- Nonprofit
 - Single purpose
 - Multi-purpose

Public Agency CTSAs

City/County models –

Glenn County – Operates fixed-route, paratransit, and volunteer medical transport services.

City/County of Honolulu – Designated in 2009, services include community fixed route shuttle for low-income population housed in a cluster of homeless shelters, ADA paratransit scheduling analysis, application for JARC and New Freedom funds.

Transit Agency –

Monterey-Salinas Transit (MST) – Besides operating fixed-route and ADA paratransit, MST offers taxi vouchers for short trips, senior shuttles, travel training, MST Navigators (volunteers for travel training, senior shuttles and

administration and outreach tasks). In partnership with 211 for Monterey County provides transportation information call center.

El Dorado County Transit Authority – Operates fixed-route, dial-a-ride, commuter buses, and non-emergency medical transportation to Sacramento medical centers.

Mendocino Transit Authority – Operates fixed-route, dial-a-ride and farmworkers van program in rural county.

JPA –

Western Placer County CTSA: Placer County Transportation Planning Agency (PCTPA) – Services include a Transit Ambassador Program and central call center contracted to the City of Roseville. Through partnership with non-profit Seniors First offer a Non-Emergency Medical Transportation “Health Express” and MyRides Program volunteer transportation service. Another program is the Retired Dial-A-Ride Vehicle Program to assist non-profits who transport seniors and people with disabilities. Funding from New Freedom, TDA, Seniors First (medical providers) and in-kind.

Riverside County Transportation Commission (RCTC) - Through its Specialized Transportation Program, RCTC funds multiple public and non-profit specialized services to improve mobility for seniors and people with disabilities. Non-profits range from Senior Centers, Medical Center, Inland AIDs project, Boys & Girls Clubs, CASA, and others. RCTC operates TRIP (Transportation Reimbursement and Information Project) volunteer driver program, Travel Training, TAP bus pass distribution program, and Mobility Guide. Funding sources include City general funds, CDBG, HSS, United Way, HUD, local sales tax Measure A funds, and others.

Orange County Transportation Agency (OCTA) – In 1991 when Orange County Transportation Agency and transit district merged, OCTA took on the CTSA function as well. Operates fixed-route, ADA paratransit, travel training, and in partnership with non-profits and 29 cities fund local community transportation services for seniors.

Non-profit CTSA's

Single Purpose:

Outreach (Santa Clara County) – Operates paratransit brokerage facilitating 1 million trips annually using over 250 vehicles; senior transportation (including paratransit, taxi subsidies and public transit passes; programs for eligible CalWORKS recipients (guaranteed ride, Jump Start, Give Kids a Lift!); Call Center 365 days/yr; vehicle donation program. Utilizes 34 different funding sources including JARC, STAF, New Freedom, 5310, HUD, HHS, Tobacco Revenue Settlement, City General Fund, County Measure A, local foundations and corporations, car donations.

Paratransit Inc. (Sacramento) – Since 1981 Paratransit Inc. has been the CTSA the Sacramento area. Services include Travel Training, Vehicle Maintenance, and Partnership Program. Through its Partnership Program Paratransit Inc. works with over a dozen agencies in Sacramento County to empower these social service agencies to provide transportation services to their clients.

VTrans (Valley Transportation Services) (San Bernadino County) – Established in 2010 and designated as a CTSA by San Bernadino Association of Governments (SANDAG). VTrans will operate some programs while others will be provided through partner agencies. VTrans will provide Mobility Training. VTrans funds transportation for people with disabilities provided by Pomona Valley Workshop (PVW); Volunteer Mileage Reimbursement Program by non-profit Community Senior Services; transportation for severely disabled older adults by Loma Linda Day Health Care Systems; NEMT for AIDS and HIV positive individuals by Central City Lutheran Mission and others. Funding is primarily from local sales tax Measure I and other sources include New Freedom and JARC.

Access Services (Los Angeles) – Established in 1994, Board comprised of city/county elected officials, transit operators, Commission on Disabilities and others provides oversight to this agency that was established primarily to manage ADA paratransit in Los Angeles County. Service delivered via vans, mini-buses, taxis and jitneys.

Multi-purpose:

Ride-One (San Luis Obispo) – United Cerebral Policy (UCP) was designated a CTSA in 1987 and provided services to people with developmental disabilities. In the 1990's, it expanded its services, partnering with more social service

agencies and adopting the name Ride-On. It soon began providing additional services as a Transportation Management Association (TMA). Services include door-to-door Senior Shuttle, Veteran's Express Shuttle, Mobility Coordinator, transportation for people with developmental disabilities, hospital and medical transportation, private rides for individuals, social service agency support (vehicle procurement, driver training, preventative maintenance program, communications, drug testing programs and CHP inspections), employee and employer rideshare programs, Kid Shuttle, and others. Funding comes from multiple sources including New Freedom, MediCal and TDA, fundraising and donations.

ATTACHMENT F

At the February Consortium meeting, additional time for review and comment by the Consortium was given. At this time, the information is being re-presented along with new comments received and summarized below.

- If a CTSA is formed or designated, that it must bring value to the county and to the operators.
- It is important that funding of a CTSA not impact operator TDA and diminish an operator's ability to provide fixed route, ADA paratransit and General public dial-a-ride service.
- With the uncertainty of future federal funding for mobility management programs, there should a more comprehensive discussion of funding.
- Supports one lead CTSA agency in Solano and STA could serve that purpose, however governance for the CTSA should be more clearly defined.
- Why is there an immediate concern to set up a CTSA with no clear benefit as the STA already facilitates various agencies to coordinate services.
- If social services are brought to the table, should be cautious about transportation funds being used to subsidize social services. Funding from new partners should help pay for services.
- Agree that discussions between social services and transportation providers should be encouraged so that specific areas and opportunities can be identified to work together and share best practices; STA is in a good position to facilitate these discussions.
- One of the reasons STA has been able to facilitate implementation of innovative programs and commendable transit services is that it has been perceived as relatively neutral as it was not a transit operator itself. The more operational responsibilities STA takes on, the more difficult it will be for it to be the "impartial facilitator".
- If there comes a time when there are specific reasons a CTSA should be established in Solano County, it seems there would be an advantage to having it be a non-profit entity that could compete in different areas for resources and contributions.
- A non-profit CTSA with a primary focus on social services transportation issues could be an excellent partner for STA and the local jurisdictions to work with to identify synergies and opportunities.
- If a transportation sales tax is ever passed in Solano County the CTSA could be one of the recipients if that is one of the features that polling indicates the population will vote for.
- Language in the Mobility Management Plan that suggested without a CTSA mobility management programs will not be implemented despite there being existing programs in some jurisdictions.

In response to the last comment, the Plan was modified to acknowledge existing programs such as Travel Training being offered by Vacaville City Coach and non-profit organizations.

The other comments raise valid points worth further analysis and discussion particularly as they do not represent a consensus. Recommendations 8.2 and 8.3 in the Mobility Management Plan addressing structural models provide the opportunity for this.

Recommendation 8.2: STA to conduct a further analysis and evaluate mobility management structural models for implementation in Solano County. The evaluation will involve STA staff, county transit agencies, and human services organizations.

Recommendation 8.3: STA to function as mobility management center until an evaluation to determine a structural model is completed.

March 2014 Consortium CTSA Discussion Summary

Operator Attendees:

SolTrans – M. Babauta

FAST – W. Lewis

City Coach – B. McLean

Dixon Redit-Ride – J. Koster

Rio Vista Delta Breeze – J. Harris

County of Solano – M. Tuggle

Others in attendance and participating in discussion:

FIA – R. Fuentes

- Solano County should stay ahead of CTSA formation curve in the Bay Area including Contra Costa which is getting close to forming a CTSA. Be ready by setting up the pipeline for likely new resources for the county. (DKH)
- Concern with the non-profit model is that there will be more players competing for the same small funding pot. Unclear what the benefits to seniors and people with disabilities will be by the designation of a CTSA. (RF)
- CTSA would have value if it takes the most burdensome trips off transit (JH)
- There need to be clear roles of a CTSA versus transit operators thru Consortium structure, role, board representation. See how it would work in Solano. (BMCL)
- SolTrans supports CTSA concept. It would be good to go to one resource to free up paratransit. (MB)

Direction:

- Monitoring of a CTSA would be important to make sure it is doing what it is set up to do.
- Transit operators want to be involved with decision-making process.
- Set up a special meeting before the next Consortium meeting to develop outline of CTSA key elements such as
 - Goals
 - Operations
 - Representation
 - Prior to meeting, the group would like options to react to
 - Include SSPWDTAC in the discussion

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DATE: April 22, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Jepson Parkway Concept Plan Update

Background:

The Jepson Parkway Concept Plan was originally adopted by the STA Board on May 10, 2000. The Plan envisioned a parkway designed to improve intra-county mobility for residents by improving a series of local roads connecting I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. Community leaders, members of the public, public works and planning staff from the cities of Fairfield, Suisun City, Vacaville and the County of Solano were instrumental in developing the plan.

Their collective input formed the plan with the following transportation objectives and benefits:

1. Implement safety improvements at various locations and road segments;
2. Promote linkages between future land uses and transportation facilities to reduce the need for vehicle trips and take advantage of transit, rideshare, bicycle and pedestrian modes;
3. Relieve existing and anticipated traffic congestion on local north-south routes in Solano County;
4. Provide improved and new transit, bicycle and pedestrian facilities; and
5. Provide a grade-separated crossing of the Union Pacific Railroad
6. Create a safe, efficient transportation network for the movement of people and goods within Solano County;
7. Protect residents living adjacent to roadways in the corridor from the impacts of existing and anticipated future traffic levels using landscape and noise buffers;
8. Provide traffic signals at major junctions along the corridor to improve access and safety for existing uses;
9. Provide efficient local streets to serve local trips that currently have to use the freeway system; and
10. Improve access for emergency vehicles and transit services.

The original Jepson Parkway Concept Plan features concepts that integrate roadway improvements, transit, bikeway/pedestrian elements, landscape design, open space protection, and land use guidelines in a single comprehensive plan.

The STA began updating the Concept Plan in 2012. A Working Group of Public Works and Planning staff from the cities of Vacaville, Fairfield and the County of Solano was established to provide technical support for the Plan's update. In addition, a Steering Committee with members of the STA Board provided policy direction as needed.

Discussion:

Attached is the draft Jepson Concept Plan (Attachment A). The primary purpose was to update the plan to continue to support advocacy for federal and state funds, guide design efforts and develop performance measures for corridor management. Since the original plan was completed, several segments have been implemented. These include the I-80/Leisure Town Road Interchange, Vanden Road/Cement Road Intersection Realignment, and Suisun City's Walter's Road SR 12 to East Tabor Widening. In addition to these roadway segment updates, the updated plan included a focus on major corridor employers, consistency with other plans (Fairfield/Vacaville Train Station Specific Plan), updated bicycle element and wayfinding signage.

The updated Jepson Parkway Concept Plan also includes updated policies to ensure the corridor will operate at an efficient level of service and include complete streets concepts. The updated Concept Plan also includes an updated implementation plan, including a section on transit service.

The over arching goal continues to be the same, "...manage the corridor to maintain vehicle throughput so that I will serve its intended purpose as a continuous parkway...". To achieve this, the plan highlights specific objectives to serve multiple modes, link land use and future development. Other objectives include developing a unique corridor with an identity and other unique aspects.

The Jepson Parkway Working Group and Steering Committee reviewed the Plan and recommended approval at their March 26th and April 14th meetings respectively.

Fiscal Impact

None at this time.

Recommendation:

Forward a recommendation to the STA Board to approve the updated Jepson Parkway Concept Plan.

Attachment:

- A. Jepson Concept Plan (This attachment has been provided to the STA TAC members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)



DATE: April 17, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Active Transportation Program (ATP) Project – Support by STA

Background:

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The ATP will consolidate multiple state and federal funding programs into one program, and aims to promote the following objectives:

- 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

Approximately \$120M will be available annually for Fiscal Year (FY) 2013-14, 2014-15, and 2015-16 (total \$360M), and distributed via 3 funding programs:

- Statewide competition: 50% (\$180M)
- Small urban/rural areas: 10% (\$36M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

The Call for Projects for the statewide and small urban/rural programs was announced on March 21, 2014, and applications will be due to Caltrans on May 21, 2014. The Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, and MPO/ regional applications will be due to MTC on July 24, 2014.

Discussion:

STA has received several requests to review ATP applications prior to submittal to Caltrans and MTC. Caltrans District 4 is hosting an ATP applicant training on Tuesday, April 29th, and STA would like to give applicants a week after that workshop to make any changes before submitting the applications to STA for review. If applicants submit ATP applications to STA by Tuesday, May 6th, STA staff will review and return them with comments by Tuesday, May 13th. The deadline for the statewide submittal to Caltrans is Thursday, May 22nd.

In addition, STA staff has received a request for letters of support for an ATP application. In an effort to support the strongest applicants, STA staff is recommending that STA support applications that are both competitive candidates and are Tier I Bicycle and/or Pedestrian Priority Projects, or Safe Routes to School projects identified in the recently adopted Active Transportation Element of the CTP.

The following projects meet these criteria:

- Solano County Suisun Valley Farm to Market
- STA Safe Routes to School
- Vallejo Downtown Enhancements Project

Fiscal Impact:

No direct impact at this time. If Solano County projects receive ATP funding, additional OBAG/CMAQ funding may become available for other eligible projects.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to sign letters of support for the Solano County Suisun Valley Farm to Market, STA Safe Routes to School, and Vallejo Downtown Pedestrian Enhancements Projects.



DATE: April 18, 2013
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano County Priority Development Area Investment and Growth Strategy –
1 Year Update

Background:

The Solano Transportation Authority (STA) is required by the Metropolitan Transportation Commission (MTC) to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. These PDA Investment and Growth Strategy Guidelines policies are included as Appendix A-6 in the MTC's Resolution which approved the Regional Transportation Plan, known as Plan Bay Area.

The purpose of the PDA Investment and Growth Strategy is to ensure that Congestion Management Agencies (CMAs), such as the STA, have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

The first PDA Investment and Growth Strategy (Attachment A) was approved by the STA Board on April 10, 2013, and submitted to MTC and the Association of Bay Area Governments (ABAG). MTC's guidelines require an update be submitted in May of 2014, demonstrating progress towards implementing the strategy.

Discussion:

The STA PDA Investment and Growth Strategy contains 6 Goals, found in Chapter 4. Those goals are:

1. Create and maintain a balanced transportation system.
2. Enhance the local quality of life.
3. Promote economic development.
4. Link transportation and land use.
5. Support public health and safety.
6. Conserve environmental resources.

In addition, the STA PDA Investment and Growth Strategy identifies specific priority projects that will advance implementation of these goals. Those projects are:

Benicia

- Benicia Industrial Park Transit Hub
- Sulphur Springs Creek Trail Connectivity

Dixon

- West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

- West Texas Street Gateway Project
- Fairfield/Vacaville Intermodal Station
- Fairfield Transit Center Expansion Project

Rio Vista

- Rio Vista Waterfront Improvements

Suisun City

- Railroad Avenue Extension (Marina Blvd. to Main St.)
- Lotz Way Bike and Pedestrian Improvements
- Suisun Train Station: Safe Routes to Transit

Vacaville

- Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements
- Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)
- Vacaville Transportation Center Phase 2
- Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements

Vallejo

- Vallejo Station Parking Structure Phase B
- Downtown Vallejo Streetscape
- Sonoma Boulevard Corridor

Of this project list, each City has at least one project that has received OBAG and/or other STA-administered funding, and is moving forward. In addition, the cities of Fairfield and Suisun City have received \$1.013 million in PDA planning funds from STA, and the STA has released an \$461,700 Request for Proposal (RFP) for planning services to support PDAs in the cities of Benicia, Dixon and Rio Vista.

During the April 2013 - April 2014 time period, none of the cities have experienced residential development in their PDAs. Given the slow economy during previous years, this is not a surprise. With the infrastructure investments and planning work described above, the potential for development activities in the next 2 to 3 years has expanded, although none of the cities report pending permit activity at this time. Future update of the STA PDA Investment and Growth Strategy will report on actual development activities in these PDAs.

None of the cities have adopted specific PDA-focused housing policies in the April 2013 - April 2014 time period. The City of Benicia received state approval of its Housing Element, and the City of Vacaville released its draft General Plan update, both of which indirectly address housing production in PDA areas.

Attachment B provides a detailed report on the implementation of the STA PDA Investment and Growth Strategy Goals and Projects. MTC and ABAG staff have stated they will accept a memo listing changes/activities during the last year rather than requiring a complete update to the report.

Fiscal Impact:

None to the STA General Fund. OBAG funding allocations have already been made and incorporated into the STA budget.

Recommendation:

Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy Update memo as shown in Attachment B.

Attachments:

- A. PDA Investment and Growth Strategy Report on Implementation of Goals and Projects
- B. STA PDA Investment and Growth Strategy (Adopted April 10, 2013)
(This attachment has been provided to the STA TAC members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)

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STA PDA Investment and Growth Strategy
Report on Implementation of Goals and Projects
April 2013 to April 2014

Goal Implementation

Goal 1: Balance Transportation System

- Manage existing infrastructure, enhance services that maintain mobility, and create programs which promote multi-modal connectivity and access for all.
- Improve linkages to key land use and transit facilities of regional significance.
- Implement planning and design practices that balance multi-modal access to goods and services for local residents with vehicle mobility for regional travel.

Implementation: STA and member agencies implemented Local Streets and Roads maintenance projects funded by OBAG and local funds, instituted a Transit Ambassador program, completed a Mobility Management plan and neared completion of an update to the Intercity Transit Plan (SolanoExpress). STA adopted its Comprehensive Transportation Plan - Active Transportation element and updated project lists for its countywide bicycle and pedestrian plans.

Goal 2: Enhance Quality of Life

- Foster “people-oriented development” – affordable and healthy living near quality jobs, food, education, and care.
- Invest in existing and unique community assets, projects, and programs.
- Connect people to parks, cultural/civic attractions, shopping, and other places of gathering.

Implementation: STA adopted its Active Transportation element as part of the update to the Comprehensive Transportation Plan and updated project lists for its countywide bicycle and pedestrian plans. The policies and projects in these documents, and the STA’s recently updated Safe Routes to Schools plan, specifically focus on transportation at the human scale - walking, bicycling, and community connections.

Goal 3: Promote Economic Development

- Create complete communities with multi-modal amenities, which support local development and job growth.
- Incentivize local jobs and retail growth to reduce vehicle miles traveled (VMT) associated with travel out of the area.
- Invest in employment density and supporting activities consistent with local planning, with special emphasis within priority development areas and around transit facilities.

Implementation: STA has supported local PDAs that include job growth, such as the Benicia Industrial Park PDA and transit center, Suisun City Downtown and Train Depot and the Fairfield Train Station PDA and specific plan. Each of those projects has significant investment of STA-administered local and regional funds, including RM 2 and State Transit Assistance funding.

Goal 4: Link Transportation and Land Use

- Promote location efficient development with quality multi-modal access.
- Implement “Complete Streets” based on context to promote active transportation for short distance travel.
- Implement “Transit-Oriented Developments” to provide access to local and regional activities for medium/long distance travel.

Implementation: STA worked with all seven cities and the County to ensure that each has a Complete Streets policy in its General Plan or similar controlling land use and development document, or a Resolution committing to the creation of such a Complete Streets policy. STA's Active Transportation Element contains specific policies relating to Complete Streets and improving access and usability of transit centers.

Goal 5: Support Public Health and Safety

- Provide safe and active transportation to healthy food, educational institutions, employment centers, and care facilities.
- Design “Complete Streets” based on context to connect residents of all ages and abilities to goods/services.

Implementation: STA's Safe Routes to Schools Plan is specifically aimed at improving walking rates for students and parents, both currently and in the future. STA has partnered with Solano County Public Health to deliver the education and encouragement portions of the programs. STA provided financial support to Suisun City's Grizzly Island trail, which acts as a Safe Routes to Schools and Complete Streets project and support the Suisun City Waterfront PDA and Suisun City/Fairfield Train Station.

Goal 6: Conserve Environmental Resources

- Reduce water, land, and energy consumption through cost-efficient infrastructure investments and ecosystem planning.
- Create communities which foster non-motorized and shorter distance travel.

Implementation: Aside from the afore-mentioned bicycle, pedestrian and Safe Routes to Schools plans and projects, STA has invested staff and non-OBAG funds in helping its member agencies develop Climate Action Plans and a countywide CAP implementation strategy. STA has developed an Alternative Fuels Strategy to help cities, county and local transit operators convert their fleets to CNG and EV. The STA's Rideshare Program, SNCI, formed 27 new vanpools this year, is actively working with local employers to promote alternative modes and is helping BAAQMD to implement the regional Commuter Benefits Pilot Program.

Project Implementation

Benicia

- *Benicia Intermodal Station*
- *Benicia Industrial Park Transit Hub- design, r-o-w and construction funded*
- *Sulphur Springs Creek Trail Connectivity*

Dixon

- *West 'B' Street Pedestrian/Bicycle Undercrossing - project under construction*

Fairfield

- *West Texas Street Gateway Project*
- *Fairfield/Vacaville Intermodal Station - utility and roadway work under way*

Rio Vista

- *Rio Vista Waterfront Improvements - project funded; environmental clearance being updated*

Suisun City

- *Railroad Avenue Extension (Marina Blvd. to Main St.)*
- *Lotz Way Bike and Pedestrian Improvements*
- *Suisun Train Station: Safe Routes to Transit - project design and construction funded*

Vacaville

- *Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements*
- *Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)*
- *Vacaville Transportation Center Phase 2*
- *Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements*

Vallejo

- *Vallejo Station Parking Structure Phase B*
- *Downtown Vallejo Streetscape - project funded and partly completed; additional segments submitted for state ATP funding*
- *Sonoma Boulevard Corridor*

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DATE: April 22, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

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 STA Board approved a list of eligible RTIF Projects which are being implemented by seven separate Working Groups. The majority of the Working Groups held kick off meetings on January 15th to have preliminary discussions on the following topics:

1. Estimated RTIF revenue
2. RTIF Project prioritization
3. Policies for shifting and/or loaning of funds between working groups
4. RTIF implementation schedule

Since then, a new revenue estimate was developed and distributed to the Working Groups to further assist them in their RTIF project selection. The revised revenue estimate is included as Attachment A. The total RTIF revenue projected for the next 5 years is \$9.9 million.

Discussion:

A second round of Working Group meetings are scheduled for May 5th and 7th. The primary purpose of these meetings are for the Working Groups to select an RTIF project to be implemented within the next 2 years. The Express Bus Facilities and Transit Center Working Group is scheduled to discuss their priority at the April 29th SolanoExpress Transit Consortium Meeting. The schedule for RTIF implementation is as follows:

- **Week of April 17th-** Begin scheduling Working Group meetings for early May with the purpose to select RTIF project(s) in the next 2 years.
- **April 30th TAC-** Remind TAC members meeting is coming up and answering any questions
- **Week of May 5th - RTIF 2nd Round of meetings-** Working Group Meetings to select projects
- **May 28th TAC-** Report on projects recommended and draft policies
- **June 2nd- 13th -** 3rd Round of RTIF meetings- STA staff work with agencies with RTIF recommended projects to develop implementation plan (Funding Plan, Detailed Project Scope, Schedule/Milestones for Completion)
- **June 25th TAC -** Recommend RTIF Project Implementation Plan
- **July 9th Board-** Adopt RTIF Implementation Plan

The goal is to provide an RTIF Project Implementation Plan to the June 25th TAC and July 9th Board meeting.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. March 2014 Five Year Projections for Solano Regional Transportation Impact Fee Revenue Overall Summary

March 2014

**Five-Year Projections for Solano Regional Transportation Impact Fee
Overall Summary**

Estimated Fee Revenue						
Area	2014	2015	2016	2017	2018	Five-year Total
District 1	\$497,420	\$653,503	\$1,059,101	\$1,087,507	\$1,075,383	\$4,372,914
District 2	\$374,624	\$405,005	\$410,276	\$452,971	\$487,422	\$2,130,298
District 3	\$136,871	\$55,580	\$52,409	\$31,015	\$33,435	\$309,310
District 4	\$99,359	\$233,465	\$451,604	\$311,725	\$209,817	\$1,305,970
District 5	\$86,453	\$201,290	\$254,099	\$192,844	\$113,895	\$848,581
Dedicated to Transit	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Dedicated to County Roads	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Total	\$1,327,474	\$1,720,935	\$2,474,988	\$2,306,737	\$2,133,281	\$9,963,414

Notes:

- 1) 5% of all RTIF revenues are dedicated to County roads, and 5% are dedicated to transit projects. The Districts receive the remaining 90%.
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments.

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DATE: April 17, 2014
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Discussion of Draft Solano County Annual Pothole Report

Background:

On June 27, 2011, STA staff presented detailed information regarding each Solano County local agency's street rehabilitation investments at a STA Board workshop. After reviewing the Metropolitan Transportation Commission (MTC)'s recent publication "The Pothole Report: Can the Bay Area Have Better Roads?", STA staff recommended additional research and annual reports that focus specifically on Solano County's roadway conditions.

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

1. Street condition maps;
2. Summary handouts of pavement issues; and
3. A countywide report on investment histories, future shortfalls, and funding outlooks for pavement projects

While STA originally intended to complete the report deliverables by July 2012, this depended on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver. Between summer 2012 and March 2013, STA staff coordinated closely with MTC Streetsaver staff and local agency Streetsaver users to overcome this barrier by giving STA staff access to budget scenario development through a Streetsaver work order. Staff turnover, which occurred in early 2014, also contributed to the protracted timetable for the completion of the report. The 2014 Solano County Annual Pothole Report is now in Draft form and scheduled for review by the TAC in May 2014.

Discussion:

Solano County Annual Pothole Report

STA staff has reviewed and updated information in the 2014 Solano County Annual Pothole Report to include a summary and conclusion chapter. Comments on the draft Report are being sought by May 9, 2014. Once the draft is reviewed and feedback is provided, STA staff anticipates completing a final version of the report by May TC meeting for approval. Key messages that Project Delivery Work Group (PDWG) members wanted to convey with this report include:

1. Funding shortfalls
2. Projected PCI by budget scenario with maps
3. Non-pavement investments
4. Cost savings from preventative maintenance investments (compared to no maintenance)
5. Clear definitions of pavement damage with photos and their corresponding repair costs; and
6. A discussion of future revenues and the role of federal and state funds.

Pavement Condition Maps and Summary Handouts

STA staff has included, in the appendix, individual city summaries including information on past roadway investment, current Pavement Condition Index (PCI) conditions, future revenue needs, and projected PCI maps based on current budgets. The project PCI maps for each jurisdiction (featuring projections for 2014, 2018, 2023, and 2028) have been produced and are now part of the individual city summaries located in the appendix.

Once the Annual Report is completed, the STA intends to create a single handout of the Countywide Annual report that will be tailored for public review. The intended purpose of this handout is to be an educational publication, informing the public about current conditions and future outlook, while delivering the overall message of the importance of investing in local streets and roads. This handout will be completed once the final version of the report is completed.

Recommendation:

Informational.

Attachment:

- A. Draft Solano County Annual Pothole Report (This attachment has been provided to the STA TAC members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)



DATE: April 18, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Transit Funding Working Group FY 2014-15

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The FY 2014-15 TDA Matrix will be submitted to the STA Board for approval June 12, 2014.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The Intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2012-13 audited amounts will be reconciled to the estimated amounts for FY 2012-13. The reconciliation amounts and the estimated amounts for FY 2014-15 are merged to determine the cost per funding partners. The reconciliation and funding shares are reviewed by the Intercity Transit Finance Working Group (ITFWG) prior to being finalized and inserted into the TDA matrix.

Discussion:

The Intercity Funding Agreement reconciliation and calculation of funding shares is underway. Results are expected to be available the week of May 5th. A summary of the schedule is provided below.

Activity	Date/Schedule
SolTrans and FAST provide FY 2012-13 actuals and FY 2014-15 projections in CAMs	Week of April 14, 2014
STA reconciles and calculates estimated cost/funding shares	April 17 – May 1, 2014
Reconciliation and FY 2014-15 funding shares sent to ITFWG	No later than May 5, 2014
ITFWG meeting (as needed)	No later than the week of May 12, 2014
Intercity funding shares and TDA matrix finalized for Consortium review	May 20, 2014
Consortium review and recommendation to STA Board	May 27, 2014
STA Board considers approval of FY 2014-15 TDA matrix	June 12, 2014

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval of the June FY 2014-15 TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators, Solano County and STA.

Recommendation:

Informational.

Attachment:

- A. FY 2014-15 TDA Fund Estimate for Solano County

FY2014-15 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY			Attachment A Res No. 4133 Page 9 of 16 2/26/2014	
FY2013-14 TDA Revenue Estimate			FY2014-15 TDA Estimate	
FY2013-14 Generation Estimate Adjustment			FY2014-15 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 13)	15,682,592		13. County Auditor Estimate	15,512,708
2. Revised Estimate (Feb, 14)	15,512,708		FY2014-15 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		(169,884)	14. MTC Administration (0.5% of Line 13)	77,564
FY2013-14 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	77,564
4. MTC Administration (0.5% of Line 3)	(849)		16. MTC Planning (3.0% of Line 13)	465,381
5. County Administration (0.5% of Line 3)	(849)		17. Total Charges (Lines 14+15+16)	620,509
6. MTC Planning (3.0% of Line 3)	(5,097)		18. TDA Generations Less Charges (Lines 13-17)	14,892,199
7. Total Charges (Lines 4+5+6)		(6,795)	FY2014-15 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		(163,089)	19. Article 3.0 (2.0% of Line 18)	297,844
FY2013-14 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	14,594,355
9. Article 3 Adjustment (2.0% of line 8)	(3,262)		21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)		(159,827)	22. TDA Article 4 (Lines 20-21)	14,594,355
11. Article 4.5 Adjustment (5.0% of Line 10)	0			
12. Article 4 Adjustment (Lines 10-11)		(159,827)		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2013 Balance (w/o interest)	FY2012-13 Interest	6/30/2013 Balance (w/ interest) ¹	FY2012-14 Outstanding Commitments ²	FY2013-14 Transfers/ Refunds	FY2013-14 Original Estimate	FY2013-14 Revenue Adjustment	41,820 Projected Carryover	FY2014-15 Revenue Estimate	FY 2014-15 Available for Allocation
Article 3	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005
Article 4.5										
SUBTOTAL	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005
Article 4/8										
Dixon	365,312	1,701	367,013	(487,191)	0	651,873	(7,062)	524,633	643,546	1,168,179
Fairfield	492,666	13,145	505,811	(5,137,473)	2,378,311	3,793,108	(41,089)	1,498,668	3,774,523	5,273,191
Rio Vista	329,130	1,801	330,930	(243,292)	0	264,500	(2,865)	349,274	265,072	614,346
Solano County	595,067	3,155	598,222	(235,418)	0	669,987	(7,258)	1,025,533	660,883	1,686,416
Suisun City	80,356	994	81,350	(1,076,074)	0	997,599	(10,807)	(7,932)	984,871	976,939
Vacaville	4,875,441	32,553	4,907,993	(4,623,477)	0	3,283,683	(35,571)	3,532,629	3,232,799	6,765,428
Vallejo/Benicia ⁴	336,860	1,989	338,849	(5,283,854)	0	5,093,432	(55,175)	93,251	5,032,663	5,125,914
SUBTOTAL⁵	7,074,831	55,337	7,130,168	(17,086,778)	2,378,311	14,754,183	(159,827)	7,016,056	14,594,355	21,610,411
GRAND TOTAL	\$7,732,517	\$59,968	\$7,792,485	(\$17,442,778)	\$2,378,311	\$15,055,289	(\$163,089)	\$7,620,217	\$14,892,199	\$22,512,416

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
 4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: April 17, 2014
TO: STA TAC
FROM: Nancy Whelan, Transit Consultant
RE: Intercity Paratransit Service Assessment Update

Background:

On July 12, 2013, Solano County, the local transit agencies, and STA entered into a Memorandum of Understanding (MOU) developed by Solano County to fund a new Countywide taxi-based intercity paratransit service. The proposed new service is intended to provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders and has been deemed an ADA Plus service. Solano County is currently the lead agency, coordinating on behalf of the transit operators, in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service. Solano County took over from the City of Vacaville the management of the current Intercity Taxi Script Service for Ambulatory ADA Eligible Riders.

The potential for this service to grow in the future prompted Solano County to consider whether Solano County and its Department of Resource Management - Engineering Division is the best agency for managing delivery of this expanded service. With the authorization of the County Board of Supervisors, on December 16, 2013, Solano County Director of Resource Management requested that STA explore the feasibility of oversight and long term operation of the Countywide intercity paratransit service. In response to this request, in mid-January 2014, the STA Board authorized Nelson\Nygaard to develop and evaluate intercity paratransit service delivery models and Nancy Whelan Consulting (NWC) to prepare a financial analysis of the options. This information is designed to help inform STA staff and the Board as part of responding to the County's request to STA to consider managing the Countywide Intercity Paratransit Service.

Discussion:

The purpose of STA's assessment is to fully understand how riders currently use the program, explore if there are efficiencies that can be built into the program, and/or explore if there are alternative service delivery models that may provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility.

To date the consultants have completed the following tasks:

- meeting with key stakeholders,
- reviewing and evaluating current travel practices (data analysis),
- developing conceptual service delivery models and identifying the pros and cons of each, and
- preparing financial scenarios.

The data analysis was presented to the Consortium at its meeting on March 25, 2014. The results of the assessment including the analysis of current travel practices on the intercity taxi scrip program, the review of service delivery models, and the financial analysis will be provided in a memo under separate cover in preparation for the meeting with the Consortium on April 29, 2014.

Three alternative service delivery concepts were examined:

1. Modified version of the Intercity Taxi Scrip program
2. A paratransit brokerage model
3. Service using a dedicated fleet of vehicles.

The advantages and disadvantages of each option are presented in the memo.

Financial scenarios for the three options as well as financial analysis for continuation of the existing Intercity Taxi Scrip program and an analysis of the planned paratransit brokerage model assumed in the MOU developed by the County were prepared. The analysis focuses on the financial feasibility and sustainability of the intercity paratransit program. Not surprisingly, the findings indicate that the projected financial sustainability of the program is highly sensitive to changes in key variables such as number of trips and cost per trip. The scenario inputs and results are summarized in the memo.

Recommendation:

Informational.

Attachment:

- A. Analysis of Service Delivery Options for Solano Intercity Paratransit Service
(To be provided under separate cover.)



DATE: April 29, 2014
TO: STA TAC
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Mobility Management Program Update - In-Person ADA Eligibility

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. On April 9, 2014, the STA Board unanimously adopted the Solano County Mobility Management Plan.

The Solano Mobility Management Plan focuses 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

The Countywide In-Person American Disability Act (ADA) Eligibility program launched July 1, 2013 as a two-year pilot program. CARE Evaluators was retained to provide In-Person Eligibility Assessments for Solano County.

Discussion:

Countywide In-Person ADA Eligibility Program Update

The month of March was the 9th month of the contract between STA and CARE Evaluators. This update summarizes the activities of CARE Evaluators in the third quarter of the program.

Between January and March there were 401 scheduled appointments, with 269 assessments completed (67%). Overall, the performance outcomes of the program have improved or been consistent with the first six months of the contract. On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately six (6) days; this is a slight increase in wait time from January when the average was five (5) days. The average duration between an applicant's assessment and receipt of the eligibility determination letter is eleven (11) days. There were no violations of the 21 day ADA assessment letter policy during the third quarter. Usage of complementary

paratransit service has increased consistently between January and March to 69% of scheduled appointments, peaking in March.

There were a total of 14 ADA Comment Cards received by the STA between January and March. Of those who completed comment cards, thirteen (13) of fourteen (14) clients were highly satisfied and one (1) was satisfied with the assessment process and service. STA staff has produced a more in-depth third quarter summary report. (Attachment A).

Recommendation:

Informational.

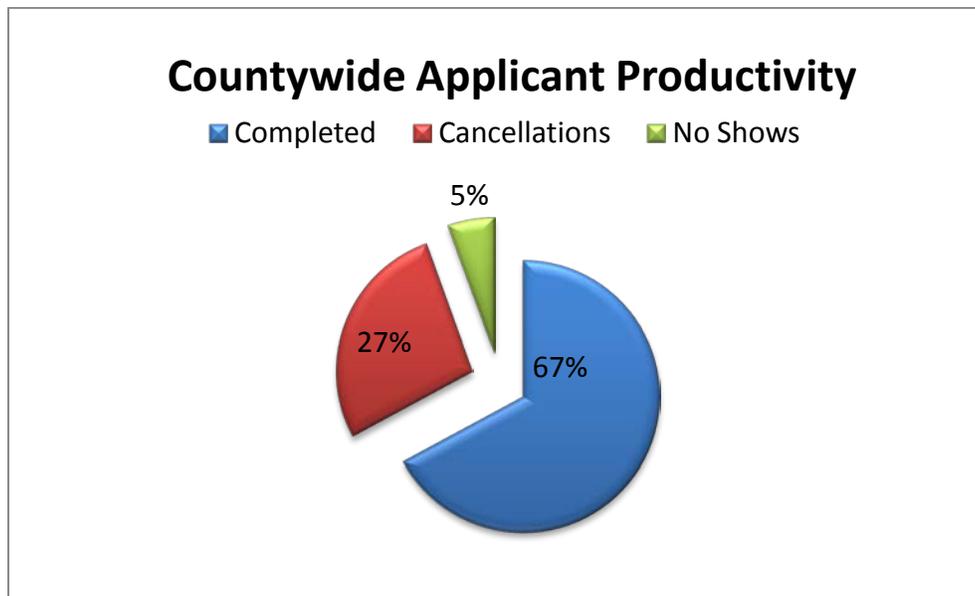
Attachments:

- A. Countywide ADA In-Person Eligibility – Third Quarter Progress Report

Countywide In-Person ADA Eligibility Program Third Quarter Progress Report

Applicant Volume by Month: From January 1, 2014 to March 31, 2014, CARE Evaluators scheduled 401 interviews and conducted 269 evaluations in Solano County. Of the 401 scheduled appointments, 269 (67%) of the applicants appeared for their in-person assessment, 22 (5%) were a no show, and 110 (24%) were cancellations. The incompleteness rate for the third quarter remains consistent with the first six months of the program.

Applicant Volume and Productivity by Location						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	269	8	109	3	92	58
Cancellations	110	2	39	0	41	26
No-Shows	22	0	8	0	10	2
Incompletion Rate	33%	22%	28%	0%	32%	33%



New versus re-certification: From January 1, 2014 to March 31, 2014, of the 269 applicants assessed, 239 (89%) were new applicants and 30 (11%) were applicants seeking recertification. This trend was consistent across each month of the quarter and represents a 13% increase in the proportion of new applicants as compared to the first six months of the program (76%).

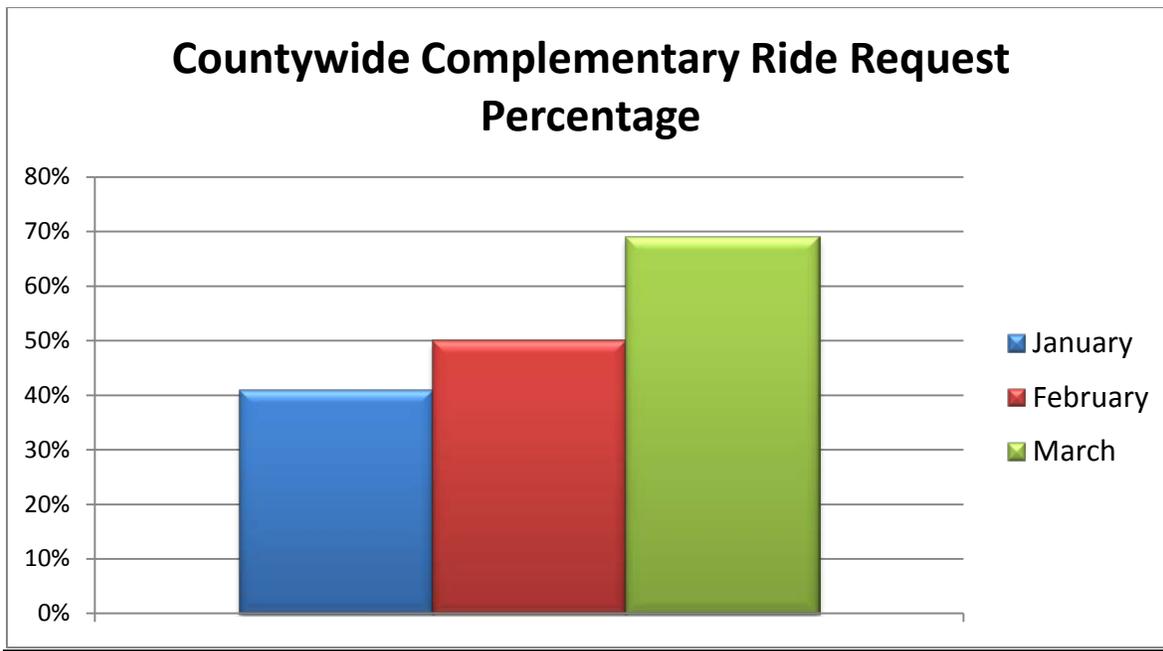
Countywide Eligibility Results by Application Type							
NEW		Percentage		RECERTIFICATION		Percentage	
Unrestricted	201		74%	Unrestricted	23		77%
Conditional	20		7%	Conditional	2		7%
Trip-by-trip	15		6%	Trip-by-trip	1		3%
Temporary	18		8%	Temporary	0		0%
Denied	15		5%	Denied	4		13%
TOTAL	239		89%	TOTAL	30		11%

Eligibility determinations: Of the 269 assessments that took place from January to March, 201 (75%) were given unrestricted eligibility, 15 (6%) were denied, 15 (6%) were given trip-by-trip eligibility, 20 (7%) were given conditional eligibility, and 18 (7%) were given temporary eligibility. These figures are consistent with the first six months of the program.

Eligibility Results by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	201	6	82	2	67	45
Conditional	20	3	11	0	7	0
Trip-by-trip	15	0	7	0	3	5
Temporary	18	0	1	0	11	6
Denied	15	0	8	1	4	2
TOTAL	269	9	109	3	92	58

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. In the third quarter of the program, 53% of all scheduled assessments requested a paratransit trip to the assessment site. There has been a monthly increase in the percentage of applicants requesting a paratransit ride each month between January and March.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	119	4	44	3	39	29
Complementary Paratransit	177	5	74	0	64	34
Paratransit %	65%	56%	68%	0%	70%	59%



Type of Disability: Many of the applicants who completed the in-person assessment possessed more than one type of disability. The most common type of disability reported was a physical disability (52%), followed by cognitive and visual disabilities (22%), and audio disability (5%).

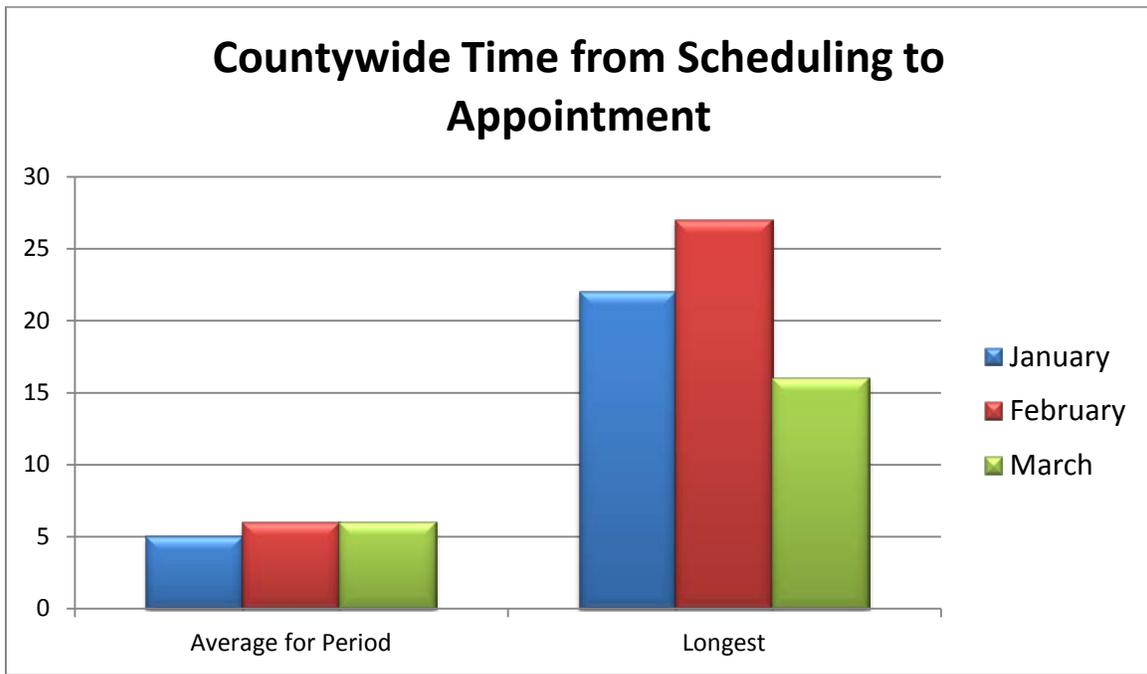
Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	257	3	103	2	88	55
Cognitive	108	2	49	2	32	24
Visual	108	0	36	1	38	33
Audio	24	0	9	0	10	5

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 third quarter of the program was approximately 6 days. The longest amount of time a client had to wait for an appointment was 27 calendar days. This wait was extended due to the client rescheduling their appointment. 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 (10 business days) of their phone call. There were 26 incidents where the time between scheduling to assessment exceeded 10 business days, however on average, delays beyond 10 business days are marginal, such as 11 or 12 days.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period*	6	6	6	14**	5	6
Longest*	27	13	27	14	18	13
Number Over 10 Business Days	26	0	15	0	9	2

*The average and longest duration between scheduling and evaluation are represented in calendar days

**Due to an emergency with an evaluator 3 applicants were rescheduled



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 third quarter of the program was 11 days. This has decreased from 16 days in the first 6 months of the program. The longest waiting period was 20 days as compared to 34 in the first 6 months of the program. There is a requirement that all ADA determination letter must be mailed out to clients within 21 days of their evaluation. CARE Evaluators had no violations of this requirement this quarter.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	11	9	13	0	11	10
Longest	20	16	20	7	15	16
# of Clients Past 21 Days	0	0	0	0	0	0

Comment Card Summary: There were a total of 12 ADA Comment Cards received by the STA between January and March . Below is a summary of the scores provided by clients and the number each transit operator received. Of those who provided feedback, most clients are very satisfied with the service they receive.

November Comment Card Summary		
Very Satisfied	13	(Vacaville City Coach 5, FAST 4, SolTrans 3, Not Specified 1)
Satisfied	1	(FAST 1)
Neutral	0	.
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	14	

Total Number of SolTrans Reminder Cards Mailed out in the Third Quarter: There were a total of seventy-eight (78) reminder cards mailed out between January and March.

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DATE: April 18, 2014
TO: STA TAC
FROM: Debbie McQuilkin, Customer Service Coordinator
RE: Mobility Management Call Center Update

Background:

In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information (SNCI) program call center as a pilot program for three years. SNCI's Call Center expansion into the One-Stop Mobility Management Call Center has progressed with the call center now moved into the new office location across the hall from STA. One-full time customer service staff and two additional part-time staff have been hired to implement this customer program.

Discussion:

The SNCI program will evolve into the One-Stop Call Center by expanding the services provided. The rideshare program will remain, providing transportation options to commuters, but will expand to provide transportation options to seniors, people with disabilities, and low income residents. Additionally, the call center will process applications for the Regional Transit Card (RTC), and sell of FasTrak and BikeLink locker cards.

Currently, these services have been provided in person at the Suisun Fairfield Train Station by City of Rio Vista staff. Rio Vista has notified the City of Suisun that they will be vacating the station and will no longer provide this service effective May 1, 2014.

STA is planning to handle the expanded responsibility of processing the RTC and Senior Clipper Cards and the sales of FasTrak and BikeLinks locker cards at the STA's offices until a longer arrangement can be negotiated by Suisun City for the Train Depot.

Regional Transit Connection (RTC) Clipper Card

The Regional Transit Connection (RTC) Clipper Card is available to qualified persons with disabilities under 65 years of age. It may be used as proof of eligibility to receive 50% off discount fares on fixed-route, rail and ferry systems throughout the San Francisco Bay Area. The cost of the card is \$3.00 and expires after 5 years. The RTC Clipper Card must be applied for in person.

Senior Clipper Card

Any senior 65 or older, may receive a Senior Clipper Card. The Senior Clipper Card offers the same features and discounts (50% off) as the RTC card, but is free and does not expire. Applications can be submitted by mail, email or fax. Cards can also be obtained immediately in-person at a Clipper Customer Service Center. The Senior Clipper Card is currently being used for ID purposes only. When Clipper services are implemented in Solano County, seniors will be able to add value to these cards. Clipper is expected to be implemented on local transit vehicles and Solano Express in November 2014.

FasTrak/BikeLink

FasTrak and BikeLink services will be provided at the Call Center also.

FasTrak toll tags are mounted on your vehicle's windshield. As your vehicle enters the toll lane, the toll tag is read by the antennae and your FasTrak account is charged the proper amount.

FasTrak Toll Tags will be available to purchase at the Call Center. When you purchase a FasTrak for \$20, you will receive \$5 in free tolls (\$25).

The BikeLink Card acts as both a debit device and access key for bicycle storage lockers located at the Suisun Train Depot. It is smart, never expires and is faster to use than a mechanical bike lock or locker.

Recommendation:

Informational.



DATE: April 15, 2014
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

In March 2005, a memo was issued to record the methodology to calculate the annual Transportation Development Act (TDA) and Member Contributions, previously known as Gas Tax contribution as a result of the indexing policy approval. This methodology has been used and followed since the approval of the policy for the annual billing of the TDA and Members Contribution to member agencies.

Attachment A is the FY 2014-15 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2014-15 has reduced by \$66,298 from the prior year using the MTC's annual TDA funding estimates issued February 26, 2014. STA's TDA claim for FY 2014-15 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2014-15 Fund Estimate (Attachment D).

The Members Contribution is increased by \$87,270. The Members Contributions estimates for FY 2014-15 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2013 (Attachment C). TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2014-15 Local TDA Funds is \$397,586 and the Members Contributions is \$255,950. In aggregate, the total TDA and members' contribution from the member agencies for the FY 2014-15 is increased by \$20,972 due to the increase in the 2013 Gas Tax revenue received by Member Agencies.

Recommendation:

Informational.

Attachments:

- A. FY 2014-15 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2014-15
- C. Calendar Year 2013 Gas Tax Revenues for Solano County Agencies
- D. MTC FY 2014-15 Fund Estimate TDA Funds Solano County (February 26, 2014)

**FY 2014-15 Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions

AGENCY	FY 2014-15 TDA	FY 2013-14 Adjustment	FY 2014-15 Total TDA to STA	FY 2013-14 TDA to STA	% Change
Benicia	26,158	(293)	25,865	30,348	-14.8%
Dixon	17,765	(199)	17,566	20,631	-14.9%
Fairfield	103,372	(1,157)	102,215	117,301	-12.9%
Rio Vista	7,208	(81)	7,127	8,318	-14.3%
Suisun City	27,187	(305)	26,882	31,572	-14.9%
Vacaville	89,489	(1,002)	88,487	104,091	-15.0%
Vallejo	112,651	(1,261)	111,390	130,386	-14.6%
Solano County	18,259	(205)	18,054	21,237	-15.0%
TOTAL	\$402,089	(\$4,503)	\$397,586	\$463,884	-14.3%

Members Contributions

AGENCY	FY 2014-15 Members Contribution	FY 2013-14 Adjustment	FY 2014-15 Total Members Contribution Claim	FY 2013-14 Members Contribution	% Change
Benicia	15,867	784	16,651	11,035	50.9%
Dixon	10,776	532	11,308	7,502	50.7%
Fairfield	62,703	3,099	65,802	42,654	54.3%
Rio Vista	4,372	216	4,588	3,024	51.7%
Suisun City	16,491	815	17,306	11,480	50.7%
Vacaville	54,282	2,683	56,965	37,850	50.5%
Vallejo	68,331	3,377	71,708	47,413	51.2%
Solano County	11,075	547	11,622	7,722	50.5%
TOTAL	243,897	12,053	255,950	168,680	51.7%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2014-15 TOTAL	FY 2013-14 TOTAL	% Change
Benicia	25,865	16,651	42,516	41,385	2.7%
Dixon	17,566	11,308	28,874	28,133	2.6%
Fairfield	102,215	65,802	168,017	159,955	5.0%
Rio Vista	7,127	4,588	11,716	11,339	3.3%
Suisun City	26,882	17,306	44,188	43,052	2.6%
Vacaville	88,487	56,965	145,451	141,941	2.5%
Vallejo	111,390	71,708	183,098	177,799	3.0%
Solano County	18,054	11,622	29,676	28,959	2.5%
TOTAL	397,586	255,950	653,534	632,562	3.3%

Computations for TDA and Members Contributions for FY 2014-15

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$15,381,489	TDA	Total TDA to County	\$15,214,863			
FY 2013-14	STA Operations (2.7%)	\$415,300	FY 2013-14	STA Operations (2.7%)	\$410,801			
February 2013 Estimate								
	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 13-14 Claim</u>	<u>TDA Adjustment</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2013-14</u>	<u>FY 2013-14 Adjustment</u>
Benicia	959,839	0.065	27,018	(10,398)	949,441	0.065	26,725	(293)
Dixon	651,873	0.044	18,349	(7,062)	644,811	0.044	18,150	(199)
Fairfield	3,793,108	0.257	106,768	(41,089)	3,752,019	0.257	105,612	(1,157)
Rio Vista	264,500	0.018	7,445	(2,865)	261,635	0.018	7,364	(81)
Suisun City	997,599	0.068	28,080	(10,807)	986,792	0.068	27,776	(305)
Vacaville	3,283,683	0.223	92,429	(35,571)	3,248,112	0.223	91,428	(1,002)
Vallejo	4,133,592	0.280	116,352	(44,777)	4,088,815	0.280	115,092	(1,261)
Solano County	669,987	0.045	18,859	(7,258)	662,729	0.045	18,654	(205)

TDA	\$ 14,754,181	1.000	\$415,300	(\$159,827)	\$14,594,354	1.000	410,801	(\$4,503)
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TDA	Total TDA to County	\$14,892,199			
FY 2014-15	STA Operations (2.7%)	\$402,089			
February 2014 Estimate					
			<u>FY 2014-15 Estimate</u>	<u>FY 2013-14 Adjustment</u>	Total TDA Funds FY 2014-15
Benicia	947,510	0.065	26,158	(293)	25,865
Dixon	643,546	0.044	17,765	(199)	17,566
Fairfield	3,774,523	0.257	103,372	(1,157)	102,215
Rio Vista	265,072	0.018	7,208	(81)	7,127
Suisun City	984,871	0.068	27,187	(305)	26,882
Vacaville	3,232,799	0.223	89,489	(1,002)	88,487
Vallejo/Benicia	4,085,151	0.280	112,651	(1,261)	111,390
Solano County	660,883	0.045	18,259	(205)	18,054
Estimated FY 2014-15	14,594,355	1.000	\$402,089	(\$4,503)	397,586

Members Contribution

Contribution:	Total Gas Tax to County	\$11,040,029	Contribution:	Total Gas Tax to County	\$11,614,124
FY 2013-14	STA Operations (2.1%)	\$231,841	FY 2014-15	STA Operations (2.1%)	\$243,897

Estimate based on Calendar Year 2012			Estimate based on Calendar Year 2013		
	<u>FY 13-14 Claim</u>			<u>FY 13-14 Adjustment</u>	
Benicia	0.065	\$15,082	Benicia	0.065	\$15,867
Dixon	0.044	10,243	Dixon	0.044	10,776
Fairfield	0.257	59,603	Fairfield	0.257	62,703
Rio Vista	0.018	4,156	Rio Vista	0.018	4,372
Suisun City	0.068	15,676	Suisun City	0.068	16,491
Vacaville	0.223	51,598	Vacaville	0.223	54,282
Vallejo	0.280	64,953	Vallejo	0.280	68,331
Solano County	<u>0.045</u>	<u>10,528</u>	Solano County	<u>0.045</u>	<u>11,075</u>
	1.000	\$231,841		1.000	\$243,897

Contribution:	Total Gas Tax to County	\$11,614,124		
FY 2014-15	STA Operations (2.1%)	\$243,897		
Estimate based on Calendar Year 2013				
			<u>FY 2013-14 Adjustment</u>	Total Members Contribution FY 2014-15
Benicia	0.065	\$15,867	\$784	\$16,651
Dixon	0.044	10,776	532	11,308
Fairfield	0.257	62,703	3,099	65,802
Rio Vista	0.018	4,372	216	4,588
Suisun City	0.068	16,491	815	17,306
Vacaville	0.223	54,282	2,683	56,965
Vallejo	0.280	68,331	3,377	71,708
Solano County	<u>0.045</u>	<u>11,075</u>	<u>547</u>	11,622
	1.000	\$243,897	\$12,053	\$255,950

FY2014-15 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY												
										Attachment A Res No. 4133 Page 9 of 16 2/26/2014		
FY2013-14 TDA Revenue Estimate					FY2014-15 TDA Estimate							
FY2013-14 Generation Estimate Adjustment					FY2014-15 County Auditor's Generation Estimate							
1. Original County Auditor Estimate (Feb, 13)					15,682,592		13. County Auditor Estimate					15,512,708
2. Revised Estimate (Feb, 14)					15,512,708		FY2014-15 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)					(169,884)		14. MTC Administration (0.5% of Line 13)					77,564
FY2013-14 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)						77,564	
4. MTC Administration (0.5% of Line 3)					(849)		16. MTC Planning (3.0% of Line 13)					465,381
5. County Administration (0.5% of Line 3)					(849)		17. Total Charges (Lines 14+15+16)					620,509
6. MTC Planning (3.0% of Line 3)					(5,097)		18. TDA Generations Less Charges (Lines 13-17)					14,892,199
7. Total Charges (Lines 4+5+6)					(6,795)		FY2014-15 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)					(163,089)		19. Article 3.0 (2.0% of Line 18)					297,844
FY2013-14 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)						14,594,355	
9. Article 3 Adjustment (2.0% of line 8)					(3,262)		21. Article 4.5 (5.0% of Line 20)					0
10. Funds Remaining (Lines 8-9)					(159,827)		22. TDA Article 4 (Lines 20-21)					14,594,355
11. Article 4.5 Adjustment (5.0% of Line 10)					0							
12. Article 4 Adjustment (Lines 10-11)					(159,827)							
TDA APPORTIONMENT BY JURISDICTION												
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)		
	6/30/2013	FY2012-13	6/30/2013	FY2012-14	FY2013-14	FY2013-14	FY2013-14	41,820	FY2014-15	FY 2014-15		
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation		
Article 3	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005		
Article 4.5												
SUBTOTAL	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005		
Article 4/8												
Dixon	365,312	1,701	367,013	(487,191)	0	651,873	(7,062)	524,633	643,546	1,168,179		
Fairfield	492,666	13,145	505,811	(5,137,473)	2,378,311	3,793,108	(41,089)	1,498,668	3,774,523	5,273,191		
Rio Vista	329,130	1,801	330,930	(243,292)	0	264,500	(2,865)	349,274	265,072	614,346		
Solano County	595,067	3,155	598,222	(235,418)	0	669,987	(7,258)	1,025,533	660,883	1,686,416		
Suisun City	80,356	994	81,350	(1,076,074)	0	997,599	(10,807)	(7,932)	984,871	976,939		
Vacaville	4,875,441	32,553	4,907,993	(4,623,477)	0	3,283,683	(35,571)	3,532,629	3,232,799	6,765,428		
Vallejo/Benicia ⁴	336,860	1,989	338,849	(5,283,854)	0	5,093,432	(55,175)	93,251	5,032,663	5,125,914		
SUBTOTAL⁵	7,074,831	55,337	7,130,168	(17,086,778)	2,378,311	14,754,183	(159,827)	7,016,056	14,594,355	21,610,411		
GRAND TOTAL	\$7,732,517	\$59,968	\$7,792,485	(\$17,442,778)	\$2,378,311	\$15,055,289	(\$163,089)	\$7,620,217	\$14,892,199	\$22,512,416		

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.



Gas Tax Revenues for Solano County Agencies
January to December 2013

Allocation:	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Total
Solano County	\$288,509.06	\$570,095.14	\$383,123.56	\$441,103.69	\$605,240.54	\$464,695.90	\$396,434.32	\$474,233.92	\$513,676.73	\$402,961.40	\$459,621.85	\$458,182.08	\$5,457,878.19
City:													
Benicia	19,740.58	44,590.71	30,316.99	34,506.43	47,015.21	36,262.47	37,289.89	37,289.89	39,952.93	31,528.48	35,888.80	35,798.95	430,181.33
Dixon	13,094.71	29,405.76	20,036.82	22,786.66	30,997.14	23,939.29	24,675.41	24,675.41	26,381.34	20,847.53	23,711.72	23,652.70	284,204.49
Fairfield	73,912.24	168,365.92	114,112.45	130,036.21	177,581.26	136,710.82	127,810.42	127,810.42	152,785.70	120,328.74	137,127.78	136,781.64	1,603,363.60
Rio Vista	6,132.07	13,497.05	9,266.66	10,508.30	14,215.60	11,028.75	11,555.01	11,555.01	12,122.52	9,625.71	10,918.00	10,891.38	131,316.06
Suisun City	20,343.81	45,969.01	31,250.09	35,570.19	48,469.13	37,381.01	38,253.35	38,253.35	41,186.58	32,499.37	36,995.69	36,903.05	443,074.63
Vacaville	67,406.16	153,500.36	104,048.53	118,562.97	161,900.12	124,646.86	114,919.21	114,919.21	137,432.60	108,245.75	123,352.28	123,041.01	1,451,975.06
Vallejo	84,022.54	191,466.68	129,751.62	147,865.40	201,949.41	155,457.98	143,958.19	143,958.19	171,414.37	134,989.68	153,842.37	153,453.90	1,812,130.33
City SubTotal	\$284,652.11	\$646,795.49	\$438,783.16	\$499,836.16	\$682,127.87	\$525,427.18	\$498,461.48	\$498,461.48	\$581,276.04	\$458,065.26	\$521,836.64	\$520,522.63	\$6,156,245.50
Total County & City	\$573,161.17	\$1,216,890.63	\$821,906.72	\$940,939.85	\$1,287,368.41	\$990,123.08	\$894,895.80	\$972,695.40	\$1,094,952.77	\$861,026.66	\$981,458.49	\$978,704.71	\$11,614,123.69
FY 2012	\$830,978.91	\$931,318.13	\$855,060.42	\$890,239.91	\$988,857.60	\$864,813.02	\$966,096.05	\$1,001,221.32	\$762,287.20	\$1,223,179.36	\$949,806.54	\$776,170.57	\$11,040,029.03
Change	(\$257,817.74)	\$285,572.50	(\$33,153.70)	\$50,699.94	\$298,510.81	\$125,310.06	(\$71,200.25)	(\$28,525.92)	\$332,665.57	(\$362,152.70)	\$31,651.95	\$202,534.14	\$574,094.66
% Change	-31%	31%	-4%	6%	30.2%	14%	-7%	-3%	44%	-30%	3%	26%	5%



DATE: April 15, 2014
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program
Second 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:

For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$83,044 and has deducted \$2,491 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$61,352. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$135,239.

Attachment A is a matrix summarizing the AVA Program activities through the Second 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. This matrix shows total program activities at 68% compared to the FY 2012-13.

The Cities of Benicia, Fairfield and Suisun City have increased total program activities as compared to the total FY 2012-13.

The County of Solano has no reporting of abated vehicles for the second quarter due to staff turnover. Expenses incurred for the second quarter by the County will be carried over to the third quarter and reimbursed pending abatement activity.

The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter.

Fiscal Impact:

None

Recommendation:

Informational.

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
Second Quarter Ending December 31, 2013**

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	192	4,337	23	619%	31	8,064	260
City of Dixon	70	6,180	88	41%	170	12,063	71
City of Fairfield	894	37,572	42	77%	1,162	52,891	46
City of Rio Vista	0	0	0	0%	0	0	0
City of Suisun	83	18,858	227	81%	103	41,709	405
City of Vacaville	34	30,793	906	28%	121	87,813	726
City of Vallejo	812	118,970	147	59%	1,484	165,252	111
Solano County Unincorporated area	11	2,204	200	58%	19	1,975	104
Total	2,096	\$218,913	104	68%	3,090	369,768	120

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$135,239. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2013-14.



DATE: April 22, 2014
TO: STA TAC
FROM: Johanna Masiolat, 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. Paratransit Coordinating Council (PCC) Meeting, Draft Minutes of March 20, 2014
- B. Bicycle Advisory Committee (BAC)/Pedestrian Advisory Committee (PAC) Joint Meeting, Draft Minutes of April 22, 2014

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Draft Minutes for the meeting of March 20, 2014

1. CALL TO ORDER

Edith Thomas called the meeting to order at 1:05 p.m. at the Solano Community College.

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

Richard Burnett	MTC PAC Representative
Curtis Cole	Solano County Health and Social Services
Judy Nash	Public Agency – Education
Anne Payne	Social Service Provider - Area Agency on Aging
Edith Thomas	Chair, Social Service Provider
James Williams	Member at Large

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

Kyrre Helmersen	Vice-Chair, Transit User - Paratransit
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Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA Staff
Katrina Cram	Solano Community College Student
Jessica Deakyne	Solano County Transit/SolTrans
Emily Flynn	Independent Living Resources
Tiffany Gephart	STA Staff (April 2)
Ken Grover	Benicia Resident
Ebony Ingram	Milestones
Sheila Jones	STA PCC Committee Clerk
TJ Kumar	North Bay Transit
Molly Leavitt	Transit User
Liz Niedziela	STA Staff
Elizabeth Richards	Elizabeth Richards Consulting/STA
Ernest Rogers	Transit User
Elizabeth Romero	Solano County Transit/SolTrans
Ivonne Vaughn	City of Vacaville/Vacaville City Coach
Debbie Whitbeck	City of Fairfield/FAST

2. APPROVAL OF AGENDA

Chair Thomas proposed the ***Item 5- Presentations on the Draft Mobility Management Plan and SolTrans ADA Certified & PCA Reduced Fare Program, were moved to Item 7.***

On a motion by James Williams and a second by Richard Burnett, the PCC unanimously approved the March 20, 2014 Agenda as amended above in ***bold and italics.***

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

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

Liz Niedziela stated that the Paratransit Coordinating Council photo on the Solano Transportation Authority's website is out dated. She proposed the opportunity to take a group committee photo before or after the meeting. Chair Thomas agreed to have the photo taken after the meeting.

Richard Burnett stated that the Policy Advisory Committee will be meeting to discuss Regional Paratransit and the Annual Workplan with MTC Commissioners, with the goal of improving paratransit for users and operators. He will continue to provide the committee updates.

Liz Niedziela announced that the current Transit Mobility Coordinator, Anthony Adams, has taken another position within the STA. Liz introduced Tiffany Gephart as his replacement and stated that she will begin employment in mid April.

5. PRESENTATIONS

Elizabeth Richards provided a presentation on Draft Solano Mobility Management Plan. (Attachment A)

Elizabeth Romero provided a presentation on SolTrans ADA Certified and PCA Reduced Fare Program. (Attachment B)

6. CONSENT CALENDAR

A. Minutes of the PCC Meeting of January 16, 2014

Recommendation:

Approve PCC minutes of January 16, 2014.

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

7. ACTION ITEMS

A. Draft Solano Mobility Management Plan

Elizabeth Richards provided an overview of the Draft Solano Mobility Management Plan. She stated that since the last draft of the Mobility Management Plan, further discussion with the transit operators reached consensus on development of a countywide Travel Training program that would be implemented through a variation of operators. She stated that the 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. Ms. Richards stated that Nelson/Nygaard was selected in February 2014 after release of the Request for Proposal for the Travel Training program in December. She stated that two local non-profits have also been selected to assist with delivering Travel Training services.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Solano Mobility Management Plan.

On a motion by James Williams and second Curtis Cole, the PCC unanimously approved the recommendation.

8. INFORMATIONAL ITEMS (Discussion)

A. Mobility Management Website Update

Anthony Adams provided an update on the Mobility Management Website. He stated that the interview panel unanimously selected MIG to develop the Mobility Management Website. He stated that STA staff has finalized the contract terms and scope of work for developing the Solano Mobility Management Website. He stated that the project is scheduled to commence in March 2014 and is scheduled to be implemented by June 2014. He stated that STA staff is requesting feedback from the PCC on questions for a Frequently Asked Questions (FAQs) page for the Mobility Management Website.

B. Partnership for Mobility Management Travel Training

Anthony Adams provided an overview on the Partnership for Mobility Management Travel Training. He stated that STA received proposals from Connections 4 Life and Independent Living Resource Center for travel training and Community Action North Bay for providing transportation for low income seniors.

C. Mobility Management Program Update

Anthony Adams provided an update on the **Mobility Management Program**. He stated that the **Mobility Transportation Guide** which summarizes public, private, and non-profits transportation options, was recently revised to reflect the most current information and is now available for public release.

He provided an update on the **Countywide In-Person ADA Eligibility Program**. He stated that January was the 7th month of the contract between STA and CARE Evaluators and that there were 128 scheduled appointments, with 87 people showing up for their assessment (68%). He stated that a total of 10 comment cards were received, 9 (90%) of them ranked the customer service for the Countywide In-Person ADA Eligibility program as “Highly Satisfied,” and 1 client (10%) ranked the customer service as “Satisfied.” He concluded that there were no clients that ranked their experience as “Dissatisfied” or “Highly Dissatisfied.”

Mr. Adams provided an update on the **Mobility Management Website**. He stated that STA staff is currently working with MIG to finalize the terms of the contract and scope of work for developing the Solano Mobility Management Website. He concluded that the project is scheduled to commence in March 2014 and is scheduled to be implemented by June 2014.

Mr. Adams provided an update on the **Countywide Travel Ambassador Program**. He stated that the Travel Training Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. He stated that the STA received 3 proposals and the interview panel unanimously selected Nelson/Nygaard as the consultant to develop the Countywide Travel Ambassador Program for Solano County. He concluded that the project is scheduled to commence in March 2014 and is expected to be implemented by June 2014.

Mr. Adams provided an update on the **One-Stop Call Center**. He stated that the expansion of the SNCI Program’s Call Center into the One-Stop Mobility Management Call Center is progressing with the call center moving to their new office location across the hall from STA during the week of February 7th. He stated that a full time Customer Service Program Coordinator and two part-time Customer Service Representatives have been hired. He concluded that the SNCI trip planning program will remain, but will evolve into the One-Stop

Call Center by expanding the services they offer to include program referrals such as travel training or volunteer driver programs and providing transportation options to seniors, people with disabilities and low income.

Mr. Adams provided an update on **Potential Partnerships**. He stated that the STA has received three proposals from the following agencies: Community Action North Bay, Connections 4 Life, and Independent Living Resource Center. He stated that the STA Board approved partnership agreements with Connections 4 Life and ILRC. He concluded that while no funding has yet been identified, STA staff will continue to seek matching funds for Community Action North Bay's "Mobility Your Way" low-income shuttle program proposal.

A. PCC Membership Status

Anthony Adams stated that currently, there are still four (4) vacancies, two for (2) Transit Users, one (1) vacancy for a Member at Large, and one (1) vacancy for Social Services Provider. He stated that STA staff will continue recruit for the four (4) vacancies. He concluded that input from the Committee on recruiting new members is welcomed. Ernest Rogers and TJ Kumar mentioned that they were interested in becoming PCC members and requested interest forms.

9. INFORMATIONAL ITEMS (No Discussion)

B. 2014 PCC Meeting and Locations

Sheila Jones stated that the 2014 PCC meeting locations are listed under Item 9.E on page 47.

10. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

Jessica Deakyne requested that a Clipper presentation be presented as an informational item at the PCC meeting in September.

Liz Niedziela proposed to add a **No Discussion Informational** standing item on the Clipper to the PCC agendas with the two (2) applications.

Molly Leavitt commented that she is hard of hearing and requested a microphone be provided at the meetings. She stated that the elevators at the Berkeley BART stations are hard to find due to poor lighting and lack of signage.

Liz announced that currently the STA is doing an Intercity Ridership Survey and Analysis that is completed every two years. STA is getting ready to launch the surveyors on the buses for the intercity routes and that SolTrans and FAST also requested a Ridership Survey and Analysis the on their local routes. An update will be provided to the PCC throughout the process and will send it to the PCC once it is finalized.

Ernest Rogers requested the Ridership Survey to be emailed to him so he can have a better understanding.

11. TRANSIT OPERATOR UPDATES

SolTrans:

Jessica Deakyne and Elizabeth Romero provided brief update on SolTrans service and promotions.

Dixon Read-Ride:

Liz Niedziela provided a brief update on Dixon Read-Ride ridership service.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on FAST ridership and promotions.

Rio Vista Delta Breeze:

Liz Niedziela provided brief update on Rio Vista Delta Breeze service.

Vacaville City Coach:

Ivonne Vaughn provided an update on Vacaville City Coach ridership and promotions.

12. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, May 15, 2014, City of Benicia in the Commission Room, located at 250 East L St., Benicia, CA 94510.**

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**Joint Bicycle Advisory Committee (BAC)
and Pedestrian Advisory Committee (PAC)
Special Meeting Minutes of
April 2, 2014**

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

1. CALL TO ORDER

The STA's Joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Special Meeting was called to order by BAC Chair Segala and PAC Chair Totah at 6:04 p.m. in the Solano Transportation Authority (STA's) Conference Room 1.

- | | | |
|-------------------------|---|---|
| MEMBERS PRESENT: | Tim Choi
Shannon Lujan
Kevin McNamara
Bil Paul, PAC Vice Chair
David Pyle
Mike Segala, BAC Chair
Tamer Totah, PAC Chair
Mick Weninger
Lori Wilson
Barbara Wood | Member at Large
City of Vacaville
City of Rio Vista
City of Dixon
City of Fairfield
County of Solano
City of Fairfield
City of Vallejo
City of Suisun City
Member-at-Large |
| MEMBERS ABSENT: | Jim Fisk
Kathy Hoffman
Mike Hudson
Nancy Lund
Christian Ogden
Ray Posey
Pete Turner | City of Dixon
Bay Area Ridge Trail Council
City of Suisun City
City of Benicia
Solano Community College
City of Vacaville
City of Benicia |
| STAFF PRESENT: | Robert Macaulay
Sofia Recalde
Andrew Hart
Nancy Abruzzo | Director of Planning
Associate Planner
Associate Planner
Administrative Assistant |
| ALSO PRESENT: | Nick Burton
Matt Tuggle | County of Solano
County of Solano |

2. **CONFIRM QUORUM**

A quorum was confirmed for both the BAC and PAC.

3. **APPROVAL OF AGENDA**

On a motion by PAC Member Paul and a second by BAC Member Wood the BAC and PAC unanimously approved the agenda.

4. **OPPORTUNITY FOR PUBLIC COMMENT**

Nick Burton reported on the bicycle hit and run accident in which the cyclist was killed. The accident occurred during the Davis time trials on Putah Creek Road at approximately 6:30 p.m. At this time, there is an ongoing investigation.

5. **ACTION ITEMS**

A. TDA Article 3 Allocation Request

Sofia Recalde reviewed the TDA Article 3 funding. Ms. Recalde noted the funding is generated by a ¼ cent tax on retail sales collected in California's 58 counties. Two percent of the total TDA is dedicated for pedestrian and bicycle projects. She stated the Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies. The MTC works with STA to fund bicycle and pedestrian projects. STA then works with the BAC, PAC and staff from other agencies to prioritize potential projects.

Ms. Recalde stated that each year Solano County can expect to receive approximately \$300,000 in TDA Article 3 funding. She noted the total amount available for FY 2014-15 is \$902,005.*

Sofia Recalde made a presentation about the Dixon West B Street Bicycle Pedestrian Undercrossing project which has been a priority for the PAC, BAC and SR2S committees. The project is under construction and expected to be complete by June 2014.

She noted that the Dixon West B Street Undercrossing project currently has a funding shortfall of \$250,000 due to unanticipated costs. This shortfall accounts for less than 4% of the total project cost. Since the project is expected to be complete by June 2014, STA is requesting the use of FY 2013-14 TDA Article 3 funds to cover the shortfall and complete the project on time.

Ms. Recalde specified that the allocation of this money to the Dixon West B Street Undercrossing would not impact STA's commitment to fund the 2013 Board approved projects for TDA Article 3 funding.

Recommendation:

Forward a recommendation to the STA Board to approve \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.

On a motion by BAC Member Wood and a second by BAC Member Pyle the BAC unanimously approved the recommendation. (5 ayes)

On a motion by PAC Member Paul and a second by PAC Member McNamara the PAC unanimously approved the recommendation. (5ayes)

6. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

- Bike to School 2014
 - Wednesday, May 7, 2014
- Bike to Work 2014
 - Thursday, May 8, 2014
- Bike/Ped Safety and Data Collection
- Research Access to Collision Data
- Bicycle Route between Dixon and Rio Vista

7. ADJOURNMENT

The meeting was adjourned at 6:40 p.m. The next meeting of the STA BAC is currently scheduled for **Thursday, May 1, 2014**. The next meeting of the STA PAC is currently scheduled for **Thursday, April 17, 2014**.

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

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STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, April 9, 2014

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of April 9, 2014. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

ACTION – FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2013-14 and FY 2014-15 Proposed Budget Revision

Recommendation:

Approve the following:

1. Adopt the STA's FY 2013-14 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2014-15 Proposed Budget Revision as shown in Attachment B;
3. Authorize the Executive Director to contract for a half-time Safe Routes to School (SR2S) Walking School Bus Coordinator as included in the budget;
4. Authorize the Executive Director to contract for a part-time Marketing Assistant to support the Mobility Management and Safe Routes to School Programs and SolanoExpress Marketing Campaign.
5. Authorize the Executive Director to open an STA bank account in support of an in-house accounting system and purchase accounting software and hardware at an amount not to exceed \$55,385 for the implementation of the new Regional Transportation Impact Fee (RTIF).

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

B. Fairfield/Vacaville Intermodal Station Project – Federal TIGER Grant

Recommendation:

Approve the submittal of a TIGER 6 grant application for \$11 M for the Fairfield/Vacaville Intermodal Station Project.

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

C. Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing and Suisun Train Station Improvements

Recommendation:

Approve the following:

1. \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project; and
2. Resolution No. 2014-03 approving the submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of FY 2013-14 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County.

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

ACTION – NON-FINANCIAL ITEMS

A. Active Transportation Element of Solano County Comprehensive Transportation Plan (CTP)

Prior to the start of the meeting, Vice Chair Patterson requested modification to the Solano County Comprehensive Transportation Plan as shown below in ***bold italics***:

- Page 22, AT Policy #3 (1st Paragraph):
Develop and periodically update countywide plans for each of the focus areas of the Active Transportation Element. ***Provide an annual report to the STA Board on implementation of the Active Transportation Element and its focus area plans.*** Use the citizen-based and staff-based advisory committees as the primary means to develop these plans and provide advice on their implementation, while ensuring that countywide and regional projects and policies are also taken into account. This Policy advances Active Transportation Goals 1, 5, and 6.

After further discussion, the STA Board approved the requested modification.

Recommendation:

Approve the Final Alternative Modes Element to the Solano County Comprehensive Transportation Plan as shown in Attachment A.

On a motion by Vice Chair Patterson, and a second by Board Member Spering, the STA Board unanimously approved the recommendation as amended shown above in ***bold italics***. (8 Ayes)

CONSENT CALENDAR

On a motion by Vice Chair Patterson, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A through F. (8 Ayes)

A. Minutes of the STA Board Meeting of March 12, 2014

Recommendation:

Approve STA Board Meeting Minutes of March 12, 2014.

B. Minutes of the TAC Meeting of March 26, 2014

Recommendation:

Approve TAC Meeting Minutes of March 26, 2014.

C. SolanoExpress Intercity Transit Consortium 2014 Work Plan

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2014 Work Plan as shown on Attachment A.

D. Pedestrian Priority Projects Update

Recommendation:

Approve the following:

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014)

E. Fiscal Year (FY) 2014-15 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Approve the following:

1. \$235,000 from FY 2014-15 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2013-14 TFCA Program Manager Funds in the amount of \$59,709.

F. Regional Transportation Impact Fee Update

Recommendation:

Authorize the STA Executive Director to amend Fehr and Peers contract agreement for an amount not to exceed \$11,200 to amend the RTIF Nexus Report to include the Green Valley Road Overcrossing Project.

REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

REPORT FROM CALTRANS

None presented.

REPORT FROM STA

A. Directors Report

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare**

INFORMATIONAL

A. Legislative Update

B. Status of Priority Conservation Area (PCA) Pilot Program

C. State and Regional Active Transportation Program (ATP) Update and Discussion of Solano ATP Priority Projects

D. Project Delivery Update

E. Mobility Management Program Update

- 1. ADA In Person Eligibility**
- 2. Website**
- 3. Travel Training Program**

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

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 7:20 p.m.



DATE: April 23, 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 2 nd Wednesday of Every Month
Consortium/TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd 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 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
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	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
Wed., June 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	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
Wed., August 13	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
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
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., September 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Suisun City Hall	Tentative
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	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
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	6:00 p.m.	STA's 17 th Annual Awards	TBD - Vallejo	Confirmed
Wed., November 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	TBD	Tentative
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	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