



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, June 24, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

1. CALL TO ORDER

Judy Leaks, Chair,

2. APPROVAL OF AGENDA

**3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 –1:35 p.m.)**

**4. REPORTS FROM STA STAFF AND OTHER AGENCIES
(1:35 –1:45 p.m.)**

- **MTC’s Transit Productivity Improvement Program Presentation**

Kenneth Folan, MTC

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:45 –1:50 p.m.)

A. Minutes of the Consortium Meeting of May 27, 2014

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of May 27, 2014.

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CONSORTIUM MEMBERS

Janet Koster
(Vice Chair)
Dixon
Readi-Ride

Wayne Lewis
Fairfield and
Suisun Transit
(FAST)

John Harris
Rio Vista
Delta Breeze

Mona Babauta
Solano County
Transit
(SolTrans)

Brian McLean
Vacaville
City Coach

Matt Tuggle
County of
Solano

Judy Leaks
(Chair)
SNCI

Liz Niedziela
STA

- B. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - July 2014** Liz Niedziela
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – July 2014 as shown in Attachment B for the Cities of Dixon and Rio Vista.
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6. ACTION FINANCIAL

- A. None.**

7. ACTION NON-FINANCIAL

- A. STA’s Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and FY 2015-16** Daryl Halls
Recommendation:
Forward a recommendation to the STA TAC and Board to adopt the STA’s Overall Work Plan for FY 2014-15 and FY 2015-16.
(1:50 – 2:00 p.m.)
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- B. Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report** Paulette Cooper
Recommendation:
Receive and file.
(2:05 – 2:10 p.m.)
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- C. Solano Napa Commuter Information (SNCI) Work Program FY 2014-15** Judy Leaks
Recommendation:
Forward a recommendation to the STA TAC and the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2014-15.
(2:00 – 2:05 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation** Elizabeth Richards
(2:10 – 2:20 p.m.)
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- B. Transit Corridor Study Update** Liz Niedziela
(2:20 – 2:30 p.m.)
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- C. **Intercity Paratransit Assessment Update and Recommendation** Daryl Halls
(2:30 – 2:40 p.m.)
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- D. **Solano Rail Facilities Plan Update** Sofia Recalde
(2:40 – 2:45 p.m.)
Pg. 81
- E. **Clipper Implementation Update** Wayne Lewis, FAST
(2:45 – 2:50 p.m.)
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NO DISCUSSION ITEMS

- F. **Legislative Update** Jayne Bauer
Pg. 127
- G. **Summary of Funding Opportunities** Andrew Hart
Pg. 149

9. **TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES** Group

10. **FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Group

July – No Meeting (Summer Recess)

August

- A. Discussion of Transit Element – CTP
- B. Mobility Management Program Update
- C. STAF Funding
- D. Discussion of Intercity Capital Replacement Plan
- E. Transit Corridor Study – Selection of Service Alternative and Implementation Steps
- F. CTSA Update
- G. Intercity Paratransit/Taxi Scrip Update

September

- A. Adoption of Transit Element – CTP
- B. Review and Discussion of SolanoExpress Marketing Plan for FY 2014-15

11. **ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, August 26, 2014.**

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of May 27, 2014**

1. CALL TO ORDER

Judy Leaks called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Members Present:

Janet Koster (By phone)	Dixon Read-Ride
Wayne Lewis	Fairfield and Suisun Transit (FAST)
John Harris	Rio Vista Delta Breeze
Brian McLean	Vacaville City Coach
Judy Leaks, Chair	Solano Napa Commuter Information (SNCI)
Elizabeth Romero	Solano County Transit (SolTrans)
Liz Niedziela	STA
Matt Tuggle	County of Solano

Members Absent: None.

Also Present (In Alphabetical Order by Last Name):

Janet Adams	STA
Tiffany Gephart	STA
Robert Guerrero	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Sofia Recalde	STA
Elizabeth Richards	STA Project Manager
Nancy Whelan	STA Project Manager

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

Anthony Bruzzone	Arup
Harriett Dietz	Area Agency on Aging
Diane Feinstein	City of Fairfield
Nathan Newell	County of Solano

2. APPROVAL OF THE AGENDA

On a motion by Wayne Lewis, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium approved the agenda to include the following amendments:

- Item 5.C, Revised Staff Report - Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014
- Move Item 7.C (Action Non-Financial) to Item 6.B (Action Financial), Regional Transportation Impact Fee (RTIF): Consortium Discussion of Transit Center Priorities

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Jayne Bauer distributed material and provided an update to the development of the Solano Mobility Management Travel Training Website.

5. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through E with an amendment to include TDA Claims for SolTrans and FAST to Item C, Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014 as shown below in ***bold italics***. (8 Ayes)

A. Minutes of the Consortium Meeting of April 29, 2014

Recommendation:

Approve the Consortium Meeting Minutes of April 29, 2014.

B. City of Fairfield’s SolanoExpress Signage and Schedules Funding Request

Recommendation:

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

1. \$6,533 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$6,533 for the FAST SolanoExpress signage and schedules.

C. AMENDED/REVISED - Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – June 2014 as shown in Attachment A for City of Vacaville, Solano Transportation Authority, ***Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)***.

D. Legislative Update

Recommendation:

Forward a recommendation to the STA TAC and Board for support of the following:

- Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state’s existing fuel excise tax.
- Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

E. FY 2014-15 Intercity Funding Agreement and FY 2013-14 Reconciliation

Recommendation:

Approve the SolanoExpress Cost Sharing Reconciliation of FY 2012-13 subsidies by jurisdiction plus amount owed for FY 2014-15 Summary as shown in Attachment A.5 Tab 6.

6. ACTION FINANCIAL ITEMS

A. Public Private Partnership (P3) SolTrans Implementation

Robert Guerrero noted the estimated budget for implementing P3 options for Curtola/Lemon St. Transit Center is \$125,000. He cited that STA staff is recommending an amendment to KPMG's contract to assist SolTrans and STA with the scope of work. He added that SolTrans Board took action and approved the recommendation at their May 21st Board meeting. STA staff is recommending \$100,000 from State Transit Assistance Funds (STAF) with a \$25,000 local contribution from SolTrans. Attachment B is the SolTrans staff report regarding this item.

Robert Guerrero continued and explained that this new implementation phase to be continued by KPMG is a logical follow up to their work in completing the STA's P3 Feasibility Study. That said, amending KPMG's contract to include the proposed scope and budget ensures a seamless transition and a relatively quick way to implement P3 components as part of the Curtola project before it is completed in 18 months..

Committee Members Comments/Discussion:

Wayne Lewis, FAST, commented on the amount of \$125,000 being too high given that the analysis has already been determined. Robert Guerrero responded that the estimate is actually higher than \$125,000, but what is being proposed by the STA and SolTrans staff is the two agency's staff doing some of the work which will bring the cost down to the \$125,000. A lot of the scope of work has to do with working with vendors and looking at procurement options – the feasibility study looked at all the transit centers, but this work is strictly Curtola, highly detailed, and potentially bundling with other assets. Janet Adams added that this would also go to setting-up procurement and prototypes for other facilities.

Elizabeth Romero, SolTrans, commented and added that because it's their key transit hub and most SolTrans routes go to the Curtola, it serves a lot of vanpoolers and carpoolers which explains why STA is helping.

Brian McLean, Vacaville City Coach, asked why are we staying with KPMG and not bidding it out. Robert Guerrero responded that because KPMG is not only well known from working with STA and SolTrans during the feasibility study, and also does good work based on the feasibility study. This approval avoids having to relearn the ground work.

Brian McLean asked if STA has a purchasing policy? He mentioned that with the City of Vacaville, anything over \$30K cannot tag on, has to go back out to bid. Janet Adams responded that the STA policy does not have a policy that limits that – our policy is relative to Board approval and this would definitely go to the Board.

Brian McLean also stated that the scope of work was already detailed and asked what more is expected to get out of this? Janet Adams responded that STA would enter into agreement for these materials and products. Robert Guerrero added that the end product is to get the proper vendors and to have a game plan for this facility and other facilities that don't exist right now to benefit from this, potentially bundling options beyond this one project.

Brian McLean reiterated that the contract should be rebid, but if you're talking about \$100K, that is a threshold that you've crossed. He added that it is excessive without rebidding it. How do you know the vendors are getting you a deal? Janet Adams responded that STA did bid out the initial feasibility study and selected the consultant based on their qualifications (professional services), not just on price.

Recommendation:

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

1. Programming of \$100,000 of FY 2014-15 STAF funds for the P3 Implementation Scope of Work as match funding for \$25,000 to be provided by SolTrans;
2. Authorize the STA Executive Director to enter into a funding agreement with Soltrans to implement P3 options for the Curtola/Lemon St. Transit Center; and
3. Authorize the STA Executive Director to amend KPMG's existing contract to assist in implementing P3 options as outlined in the Attachment A for an amount not to exceed \$125,000.

On a motion by Elizabeth Romero, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium approved the recommendation with a 5 to 2 vote with 1 abstention. (5 Ayes (Dixon Read-Ride, SNCI, SolTrans, STA, and County of Solano); 2 Noes (FAST and City Coach); 1 Abstention (Rio Vista Delta Breeze))

After the vote, Matt Tuggle commented the County's procurement policy is limited by Caltrans on extensions to anything that is out of scope then it goes back out to bid, but if it is within the scope then it does not need to go back out. Janet Adams noted that there's a timing issue to provide the P3 support as the project is ready to begin construction this summer.

B. Regional Transportation Impact Fee (RTIF): Consortium Discussion of Transit Center Priorities

Robert Guerrero reviewed staff's recommendation to approve the following:

- Benicia Industrial Park Bus Hub Project was recommended as the first priority for up to \$100,000 in RTIF to assist in funding the construction phase of the project, if the funding is needed for the project during the first year of the RTIF.
- The FTC Project to expand parking was recommended as the second priority for up to \$400,000 in RTIF to complete a design build package for the additional 1200 spaces.

He also noted that STA staff will work with the project sponsors to develop a Strategic Implementation Plan (SIP) for projects recommended by each working group.

Recommendation:

Approve the Benicia Industrial Park Bus Hub Project and the Fairfield Transit Center Project as Working Group 6- Express Bus Transit Centers and Train Station Priority Projects with the following RTIF Commitment:

1. Benicia Industrial Park Bus Hub Project - \$100,000
2. Fairfield Transportation Center - \$400,000

On a motion by Wayne Lewis, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Transit Corridor Study – Selection of Service Alternative and Implementation Steps

Nancy Whelan and Anthony Bruzzone, Arup, presented and provided an overview of the service alternatives and their performance, recommended selection of a preferred service alternative, discussion of the capital requirements and phasing plan, the implementation plan for the selection service option, and phasing of near term actions to implement the plan. They outlined the following:

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easy to understand, and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the recommended service plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Improved connections between major college campuses

Nancy Whelan reviewed the draft work plan which identifies the follow up action items and further analysis needed to implement Alternative B. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan. Nancy Whelan also reviewed the schedule for this work plan which estimated to require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with initial service changes to be effective in the January – June 2016 timeframe.

Committee Members Comments/Discussion:

Wayne Lewis, FAST, raised his concern regarding implementing in 2016 being too ambitious when there are critical things that need to be done in order for the new service plan to work. For example, BART changing their fare structures for SolanoExpress riders, eliminating Route 90 which is one of the highest performance routes, the models have a lot of intra-county trips, the Board asked about the first and last mile issue and would sacrifice the intercity if not capture those extra trips from the model. He commented not to proceed so fast with the assumption that these big projects are going to happen when we're struggling to fund the finance plan for the SolanoExpress buses. Anthony Bruzzone responded and said that this would all be determined as part of the implementation plan. He commented that unless an option is selected, we'll never get there. He noted that it drives the issue on how to get there with the understanding on how the general service plans work that's consistent with each city. Nancy Whelan commented that this is the best schedule we can estimate, but follow-up work has to get through all these work plans – the detail is what has been developed, there isn't the "what ifs" with Caltrans and BART, but that's what is realistic and is the consultant's initial projection.

Wayne Lewis noted that the capital projects may take 20 years and even the little projects, but to say 2016? What can you do without these critical assumptions and concerns?

Elizabeth Romero, SolTrans, asked if parking hubs are part of or in line with the stops. Nancy Whelan said there is work to be done, but yes. Wayne Lewis said that FTCs' parking is a big access point for the riders' choice.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

4 to 4 vote with 4 Ayes and 4 abstentions. (4 Ayes (Dixon Redit-Ride, SolTrans, SNCI, and STA), 4 Abstention (FAST, Vacaville City Coach, Rio Vista Delta Breeze, and County of Solano.), the proposed motion failed passage to provide a recommendation to the STA TAC and STA Board.

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

Elizabeth Richards reviewed the proposal that was presented to the STA Board on May 14th and to the Paratransit Coordinating Council (PCC) on May 15th. She reviewed the Board's comments and questions which included requesting clarification on other CTSA programs and a tour of the Santa Clara's CTSA, clarifying role of FIA as well as describing value of Faith in Action (FIA) and paratransit services, anticipating the value of coordinating County HSS social service transportation services to avoid duplication, and stating STA appears to be a natural fit as a CTSA. She noted PCC comments were positive about STA seeking CTSA designation. They also inquired about other CTSA programs that Solano County may be able to implement.

At the request of City Coach's Brian McLean, the following has been requested to be incorporated to the CTSA Designation Proposal (Attachment H) under CTSA Funding:

“The CTSA shall not infringe on transit operators Transportation Development Act funds or Federal Transit Administration 5307 or 5339 unless specifically requested by the transit operators.”

Matt Tuggle noted that since the STA Board did not give clear direction to staff with paratransit, he wanted to know if this would be the opportunity to consider making intercity paratransit as part of the CTSA.

Janet Adams clarified the direction given by the STA Board to STA staff was that they wanted to be the governing board for managing intercity paratransit.

Brian McLean suggested inviting representatives from non-profits (transportation providers, social service agencies, and other) to provide their input in potentially becoming a partner with CTSA.

After further discussion, the Consortium voted to table this item until the next meeting in June.

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Intercity Paratransit Assessment Update and Recommendation

Nancy Whelan noted that at the May meeting, the STA Board indicated that their Board was the appropriate entity to provide policy oversight for intercity paratransit. She commented that the next step for the STA Board is to determine whether to accept the County of Solano's request to manage the intercity paratransit service.

Due to time constraints, the following items were either briefly presented or not present.

B. Mobility Management Travel Training Update

C. Status of Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Liz Niedziela stated that FY 2013-14 STAF funds are presented in the staff report and if there are any STAF request for FY 2014-15, please submit them to her.

D. Solano County Transit Facilities Update

E. STA's Overall Work Plan – FY 2014-15 and FY 2015-16

F. Clipper Implementation Update

NO DISCUSSION ITEMS

G. Mobility Management Call Center Update

H. 2014 Bike to Work Day Campaign Wrap-up

I. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

June

- A. Intercity Paratransit Update
- B. Adoption of STA's Overall Work Plan – FY 2014-15 and FY 2015-16
- C. Discussion of Transit Element – CTP
- D. Review of Intercity Ridership Survey Results
- E. Mobility Management Update
- F. Update on Rio Vista Delta Breeze

July – No Meeting (Summer Recess)

11. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, June 24, 2014.**

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DATE: June 13, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - July 2014 – Cities of Dixon and Rio Vista

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.

Discussion:

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 TDA matrix for FY 2014-15 (Attachment B) will be submitted to the STA Board for approval July 9, 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 were 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.

Last year, 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 Dixon in the amount of \$1,114, FAST for \$112,547 and Vacaville for \$27,540. This year, the actual expenditure were more in line with the estimated amount for FY 2012-13 which suggest that FAST and SolTrans are getting more accurate in estimating both costs and revenues for each route.

The Solano FY 2014-15 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimates (Attachment A).

Discussion:

For FY 2014-15, the following TDA claims are being brought forward for approval:

Dixon Redit-Ride

On behalf of Dixon Redit-Ride, the City of Dixon is requesting \$293,526 in TDA funds from Dixon's local TDA funds. TDA funds in the amount of \$285,105 will be used for operating and the amount of \$8,421 will be used for capital projects. The capital project is one (1) small bus replacement.

The City of Rio Vista

On behalf of Rio Vista Delta Breeze, the City of Rio Vista is requesting \$410,092 in TDA funds from Rio Vista's local TDA funds. TDA funds in the amount of \$393,903 will be used for operating, the amount of \$3,239 will be used for a capital project and \$12,950 will be used for planning. The capital project is a Park and Ride Lot and the planning project is match funding for Rio Vista Service and Outreach Analysis.

The City of Vacaville TDA claim amounts were approved by the STA Board in June 2014. MTC staff informed STA that Vacaville made an addition allocation of \$200,000 after January 31, 2014. STA staff updated the matrix amount from \$70,000 to \$270,000 to include the unaccounted for allocation. This revision adjusts the remaining balance of TDA funds Vacaville has available and does not affect Vacaville's TDA claim.

Fiscal Impact:

None to STA. With the STA Board approval of the July TDA matrix, it will provide the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – July 2014 as shown in Attachment B for the Cities of Dixon and Rio Vista.

Attachment:

- A. FY 2014-15 TDA Fund Estimate for Solano County
- B. FY 2014-15 Solano TDA Matrix – July 2014

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.



DATE: June 12, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: STA Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and
FY 2015-16

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2013-14 and FY 2014-15 included a list of 39 priority projects, plans and programs.

Over the past 14 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has initiated and managed several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children traveling to and from school.

The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation Project, Dixon's Pedestrian Underpass Project, and Benicia's Intermodal Project.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, SolanoExpress Transit Routes, SNCI's Guaranteed Ride Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person ADA Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).

The lack of an extension or reauthorization of the Federal Transportation Authorization Bill and an unclear State funding plan for transportation infrastructure continues to overshadow the funding of transportation projects and programs in California. Five years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. This year, the State of California combined several state grant programs into the Active Transportation Program, a state-wide competitive grant program that will fund bike, pedestrian, and Safe Routes to School programs and projects.

Seven years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. Subsequently, the U.S. Congress has been unable to develop consensus on how to fund a long range federal transportation authorization bill, and there has been an elimination of federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

Discussion:

The draft OWP was presented to the Consortium and STA TAC in May as an information item. It was also presented to the STA Board as an information item in June. The STA Board provided one comment at the STA Board meeting from Benicia Mayor Elizabeth Patterson requesting for the Water Transit Study to be funded as part of the two year work plan. This request was also supported by Rio Vista Mayor Norman Richardson. Attached for review and a recommendation to be forwarded for approval by the STA TAC and the STA Board is the STA's OWP for FY 2014-15 and FY 2015-16.

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2013-14 and FY 2014-15, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction later this Fiscal Year, with construction to be concluded during the next two to three years.

- State Route (SR) 12 Jameson Canyon Widening Project
- West B Street Pedestrian Undercrossing in the City of Dixon
- SR 12 East Safety Project – SR 113 to Rio Vista
- I-80 Rehabilitation Project – Vacaville to Dixon
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2)

Two of these highway related projects were delivered in partnership with Caltrans.

In addition, STA is continuing to advance, in partnership with the Cities of Fairfield and Vacaville, the next two phases of the Jepson Parkways which are slated to begin construction in the next two to three years and have been funded through funding agreements developed between STA with the cities of Fairfield and Vacaville, and County of Solano. Two years ago, the STA successfully fashioned an alternative funding plan with the Metropolitan Transportation Commission (MTC), Caltrans and the California Transportation Commission (CTC) that involved the swapping of State Proposition 1B funds to fund the next phase of the I-80/I-680/SR 12 Interchange. The first of seven planned phases of the Interchange is scheduled to begin construction in 2014. I-80/I-680/SR 12 Interchange – Initial Construction Package

There are several projects that are currently in the project development phase with a phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway)
- Westbound Truck Scales
- I-80 Express Lanes - Red Top Rd. to I-505 (environmental studies underway)
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (draft environmental document completed – final approval pending MTC's Air Quality Conformity Analysis)

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37
- Jepson Parkway – remaining segments
- North Connector – West Segment
- SR 12/Church Road Intersection Improvements

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

The construction of Vallejo Station – Phase A was successfully completed two years ago.

Three additional projects have phases fully funded and expect to be under construction in 2014 or 2015.

- Fairfield/ Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Industrial Transit Facility

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

STA PLANNING ACTIVITIES

The following planning studies were completed in FY 2013-14:

- Regional Traffic Impact Fee (RTIF) Nexus Study
- Public Private Partnership Feasibility Assessment of Ten Transit Centers
- Alternative Fuels and Infrastructure Study
- Active Transportation Element of Comprehensive Transportation Plan
- Solano Coordinated Short Range Transit Plan (SRTP)
- Senior and People with Disabilities Transportation Plan Update
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60

The following planning studies are currently underway and funded in the currently proposed budget.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Updated Transit Ridership Survey
- Intercity Transit Operations Plan Update (SolanoExpress)
- Update of Solano Rail Facilities, Service and Freight Plan
- Five Priority Development Area studies
- Priority Conservation Area (PCA) Plan

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board's future budget discussions.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- Solano Highway Improvement Partnership (SoHIP)

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the STA's Overall Work Plan for FY 2014-15 and FY 2015-16.

- A. STA's Overall Work Plan for FY 2014-15 and FY 2015-16

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u> A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> EIR/EIS completed December 2012. Identification of 7 construction packages has been completed. Construction to begin on Initial Construction Package (ICP) in 2014. Packages 2 and 3 are in design. Securing Funding for Packages 2 and 3 on-going task. <p><u>Milestones:</u> EIR/EIS -COMPLETED. LEDPA – COMPLETED ICP Construction Contract Awarded <u>Estimated Completion Date (ECD):</u> ICP Construction to Finish 2016</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams
STA Lead – Projects	2.	<p><u>I-80/ I-680 Express Lanes</u> A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1 B. I-80 Air Base Pkwy to I-505 – Segment 2 C. I-80 Carquinez Bridge to SR 37 – Segment 3 D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Environmental Studies Underway) Seeking construction funding for Segment 2 Seeking funding for environmental document – Segment 3 MTC lead for Integrator <p><u>Milestones:</u> PSR - COMPLETED Revised Forecast – Completed Segment 1 to be included in Regional Network <u>ECD:</u></p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		PA/ED – March 2015 (Segments 1 & 2) PS&E – Sept 2015 (Segments 1) PS&E – Funding Dependant (June 2016) CON – Segment 1 estimated 2017 to start.						
STA Lead Projects	3.	<p><u>I-80 Cordelia Truck Scales</u></p> <ol style="list-style-type: none"> 1. EB Truck Scales with 2. WB Truck Scales <p><u>Status:</u> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. .</p> <ul style="list-style-type: none"> • Advocate for CT to add WB Truck Scales to State Freight Plan • Form Working Group for WB Scales • Advocate for funding WB Scales <p><u>Milestones:</u> The new EB facility opened in July 2013. PA/ED COMPLETED (EB) PS&E COMPLETED (EB) R/W COMPLETED (EB) CON COMPLETED (EB)</p> <p><u>ECD:</u> Begin Con 4/12 (EB) End Con 12/13 (EB)</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	\$49.8 M Bridge Tolls \$49.8 M TCIF	X		\$100.6 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring Projects	4.	<p><u>I-80 SHOPP Rehabilitation Projects</u> A. <u>Leisure Town OC to SR 113 South</u> Construction began spring 2013 and expected to be completed in 2014.</p>	Caltrans	SHOPP	X		\$50 M	Projects Caltrans
STA Lead – Studies	5.	<p><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features). <u>Status:</u></p> <ul style="list-style-type: none"> • Equipment installed on I-80 between Red Top Rd/Air Base Parkway • Construction underway along I-80 for FPI elements from State Route (SR) 37 to I-505. Construction to be completed in 2014 • Ramp Metering MOU adopted. • SoHip will continue to monitor implementation of Phase 1 • STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering <p>Initiated Soundwall Retrofit Policy Discussions. <u>Milestones:</u></p> <ul style="list-style-type: none"> • Phase 1 Implementation Plan - COMPLETED • MOU – COMPLETED • Initiated Phase 1 Ramp Metering – COMPLETED • Phase 2 Implementation Plan – IN PROGRESS • Soundwall Retrofit Policy – IN PROGRESS <p><u>ECD:</u> Implementation Plan Phase 2 – summer 2014 Phase 2 Ramp Metering Implementation early 2015 Soundwall Retrofit Policy late 2014</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Janet Adams/ Robert Guerrero Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	6.	<p>Redwood Parkway – Fairgrounds Drive Improvement Project Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA, City and County began PA/ED 2010 • Initial Scoping Meeting January 2011 <p>Milestones:</p> <ul style="list-style-type: none"> • Technical Studies – COMPLETED • Draft environmental document – COMPLETED • Project Waiting for Regional Air Quality Conformity Analysis • Funding needed for project design and construction <p><u>ECD:</u> Final ED –2014 (pending MTC Air Quality Conformity Analysis)</p>	STA PA/ED	Federal Earmark	X		\$65M	Projects Janet Adams
STA Co-Lead Projects	7.	<p>SR 12 West (Jameson Canyon) Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project under construction – Napa Contract completed • Ribbon Cutting late summer 2014. <p><u>ECD:</u> Open to traffic summer 2014</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X		\$134 M	Projects Janet Adams NCTPA Caltrans

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	8.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <p>A. STA Future SHOPP Priorities a. SR 12/SR 113 Intersection b. Somerset to Druin shoulders</p> <p>B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. in partnership with the City.</p> <p>C. Monitor new construction between Azavedo to Somerset D. Follow-up to Industrial Park Access with County and Caltrans E. Development of Corridor Partnership MOU</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitor construction implementation, Caltrans has initiated the preliminary engineering on the SR 12/113 intersection improvements. Supporting Rio Vista R/UDAT implementation on SR 12 MOU for implementation of SR 12 Corridor Study drafted Working with County on follow-ups for Industrial Park STA to coordinate with Rio Vista on SR12 Church environmental document <p><u>Milestones:</u></p> <ul style="list-style-type: none"> SR 12 Corridor Study – COMPLETED SR 12 Economic Study - COMPLETED SR 12/Church Road PSR – COMPLETED Rio Vista Bridge Study – COMPLETED SR 12 Walters Road to Currie Rd.– COMPLETED Construction start on segment between Azavedo to Somerset <p><u>EDC:</u> Near Rio Vista start construction late 2014</p>	<p>CT</p> <p>CT</p> <p>STA/Solano EDC</p> <p>Rio Vista</p>	<p>SHOPP</p> <p>SHOPP</p> <p>Rio Vista – Fed Earmark</p>	X	X	<p>\$250,000 \$ 0.5 M – (Support Cost)</p> <p>\$ 35 M – Capital Cost</p>	<p>Projects Janet Adams</p> <p>Planning Robert Macaulay</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Plans	9.	<p>SR 29 MIS Corridor Major Investment Studies</p> <p>A. A corridor Plan that provides for through traffic, Vallejo local traffic and SolTrans transit vehicles is needed for SR 29.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> The City of Vallejo and NCPTA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created. STA will begin the Phase II Transit Corridor Study in FY 14-15. The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Incorporate signal prioritization for SolTrans in Phase II of the Transit Corridor Study <p><u>EDC:</u> Phase II Transit Corridor Study - FY 2014-15</p>	<p>City of Vallejo SolTrans</p> <p>Solano County NCTPA</p>			X		<p>Planning Robert Macaulay</p> <p>Programs: Liz Niedziela</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	10.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A – COMPLETED Phase B – Post Office relocation advancing and fully funded.</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - PA/ED – COMPLETED, Project Development Team (PDT) – ORGANIZED (Soltrans/Vallejo/STA). Construction expected to begin in summer 2014. 3. Benicia Bus Hub – Construction expected to begin 2015</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- Construction to begin construction 2015.</p> <p>D. Develop future Bridge Toll Project Priorities</p> <ul style="list-style-type: none"> • Fairfield/Vacaville Intermodal Station, Phase 2 • Fairfield Transportation Center (FTC) • Vallejo Station Parking Phase B • Express Lanes • I-80/I-680/SR 12 Interchange 	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	<p>RM 2</p>	X	X	<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Anthony Adams</p>
STA Lead	11.	<u>City of Dixon - West B Street Undercrossing</u>						

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
Projects		Construct new pedestrian undercrossing to replace existing at grade RR crossing. <u>Status:</u> <ul style="list-style-type: none"> Construction expected to be completed summer 2014. Ribbon Cutting Late June 2014. Add'l \$250k TDA Art 3 funds awarded to project <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W – COMPLETED CON – IN PROGRESS <u>ECD:</u> Construction scheduled to be completed August 2014.	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X		\$6.775 M	Projects Janet Adams
STA Lead – Projects	12.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension <u>Status:</u> <ul style="list-style-type: none"> EIR/EIS completed June 2011 STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S (segment 1) to Leisure Town Rd./Elmira I/S (segment 2)) \$2.4 M STIP funds allocated for PS&E Design to be completed by December 2014 \$3.8 M STIP funds allocated for R/W Construction scheduled to start in FY 2015-16 (\$38M STIP) Concept Plan Update completed, expected to be adopted by STA Board in May/June 2014. Updating Funding Agreements to represent actual construction implementation limits. STA underway with R/W acquisition (segments 1 & 2) STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. 	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 & 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED Project Design and construction to be completed by Vacaville and Fairfield</p> <p><u>ECD:</u> Concept Plan Update: June 2014 PS&E: Dec. 201 R/W: Dec 2014 Beg Con: FY 2015-16 (Phases 1 and 2)</p>						
STA Co-Lead Projects	13.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation Environmental Studies for South Gate completed Draft environmental document completed County to complete the environmental document. County to complete the R/W County to initiate construction <p><u>Milestones:</u></p> <ul style="list-style-type: none"> environmental document – COMPLETED R/W – IN PROGRESS <p><u>EDC:</u> PA/ED: 8/13 PS&E: 6/14 Beg R/W: 8/13 Beg Con: 2014 (request for E-76)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark (2005)</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	Projects Janet Adams/ Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring – Programs	14.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Management Webtool C. Implement OBAG Projects D. Implement PCA Project</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation Monitor SR2S project implementation Monitor pilot PCA project Participate in PDT's for projects to insure successful delivery <p><u>Milestones:</u></p> <ul style="list-style-type: none"> OBAG Projects approved by STA Board May 2013 <p><u>ECD:</u> FY 2014-15 and FY 2015-16</p>	STA	STIP-PPM	X		N/A	Projects Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Studies	15.	<p>Private Public Partnerships (P3) Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Draft study December 2013 • Initiating Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • Phase 2 Implementation Curtola – IN PROGRESS <p><u>ECD:</u> Phase 2 Curtola 2015</p>	STA	\$100,000 Phase 2 \$25,000 SolTrans	X	X	\$125,000	Projects Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	16.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) <p><u>Status:</u></p> <ul style="list-style-type: none"> Implementation Plan development underway. Revenue Estimates Forecast completed and will be updated annually. STA developing implementation practices for Steering Committee review/comment. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Nexus Study/AB 1600 Study - COMPLETED Public Facility Fee Update adopted by County – COMPLETED \$1500 DUE for RTIF included Implementation Policies – IN PROGRESS <p>Implementation Plan – IN PROGRESS</p> <p><u>ECD:</u> First SIP July 2014 Implementation Policies – July 2014</p>	STA	PPM	X	X	\$	Projects Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> Active Transportation - completed Transit and Rideshare - Draft Sept 2014, Final Oct 2014 Arterials, Highways and Freeways - Draft July 2014, Final Sept 2014 Final Document - Dec 2014						
STA Co-Lead	18.	<p><u>Regional Transportation Plan Update/Sustainable Communities Strategy</u> A. First Bay Area Sustainable Communities Strategy (formally Regional Transportation Plan)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Plan Bay Area adopted July 2013. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Develop STA priority project list with CTP adoption in FY 14-15 Development of MTC public outreach plan for next SCS to start in 2014. Next SCS due in 2017. <p><u>ECD:</u> Final SCS - adopted July 2013 Solano Projects to be implemented – FY 2014-15, FY 2015-16 and FY 2016-17</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	19.	<p>Develop and implement various Sustainable Communities plans</p> <p>A. Transportation for Sustainable Communities (TSC) Plan and Priority Development Area (PDA) Investment and Growth Strategy (I&GS)</p> <p>B. PDA Planning Grants to cities</p> <p>C. Develop Priority Development Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> TSC Plan adopted; serves as basis for PDA I&GS. PDA I&GS adopted April 2013; annual update submitted to MTC May 2014. PDA Planning funding agreements signed with Benicia, Dixon, Fairfield, Rio Vista and Suisun City; PDA Planning consultant selection underway. PCA Assessment Plan stakeholder committee formed; RFP released. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> PDA All PDA Planning Grants have STA/City funding agreements; consultant selection under way; Planning work to be completed first half of 2016 PCA Plan to be completed 2015 <p><u>ECD:</u> FY 2015-16</p> <ol style="list-style-type: none"> PDA Fairfield/Suisun - May 2016 PDA Benicia/Dixon/Rio Vista - March 2016 PCA - December 2015 	STA	Regional TLC CMAQ STP Planning	X X X X	 X X	\$1.5 M \$75,000	Planning Robert Macaulay Sofia Recalde Andrew Hart Robert Macaulay Sofia Recalde Drew Hart
STA Lead – Programs	20.	<p>Congestion Management Program (CMP)</p> <p><u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> CMP Update to be initiated in Fall 2014 <p><u>ECD:</u> FY Sept 2015</p>	STA	STP Planning				Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	21.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design B. Pleasants Valley Rd Class II - not funded C. Suisun Valley Farm to Market - seeking ATP funding D. Suisun City Driftwood Drive - not funded E. Dixon West B Undercrossing - under construction <p>A.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Dixon West B Street Project fully funded with construction completion in summer 2014 • Last phase of Vacaville Dixon Bike project funded by STA as part of OBAG, STA Article 3 and YSAQMD fund cycles; may receive ATP funds to free up OABG funds for other projects • Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. • Countywide Bicycle Plan project list - updated <p><u>ECD:</u></p> <p>Deliver Phase 1 Wayfinding Signs - FY 2014-15 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16 Complete priority projects - FY 14-16, FY 15-16</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>	X		\$85,000	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	22.	<p>Countywide Pedestrian Plan and Implementation Plan</p> <ul style="list-style-type: none"> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation. <p><u>Status of Tier 1 Projects:</u></p> <p>A. Dixon West B Street Undercrossing - under construction B. Dixon Safe Routes Jacobs Intermediate School C. Downtown Vallejo Streetscape - partly funded D. Suisun Valley Farm to Market - seeking ATP funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Dixon West B Street Project under construction Countywide Pedestrian Plan project list - updated <p><u>ECD:</u> Pursue funding for priority projects - FY 14-16, FY 15-16</p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X			Planning Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	23.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. STA Websites and Facebook page B. Events C. Newsletter D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Marketing Programs: STA/SolanoExpress/SNCI I. Annual report J. SNCI website and Facebook page K. SR2S website and Facebook page L. SolanoExpress website M. Mobility Management programs N. Implement Adobe Creative Suite platform for publications/presentations O. 2013 Annual Awards to be held in Vacaville P. 2014 Annual Awards to be held in Vallejo <p><u>Status:</u></p> <ul style="list-style-type: none"> • SR 12 Jameson Canyon Ribbon Cutting • New website in design for SolanoExpress and Mobility Management. • STA, SR2S, and SNCI Facebook pages being maintained. • In-house individual project sheets developed on as-need basis. • STA Annual awards hosted every November • Implement SolanoExpress Marketing Campaign • Implement SNCI Marketing Campaign <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Groundbreaking for Dixon West B Street Project • Ribbon Cutting for I-80 EB Truck Scales • Groundbreaking for I-80/I-680/SR 12 Interchange Project • 2013 Awards Program in Vacaville • Implemented Website editors monthly meetings • Interviewed/hired/supervised high school intern • Implemented SolanoExpress Marketing Campaign 	STA	TFCA Gas Tax Sponsors	X			Planning Jayne Bauer

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	24.	<p><u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2013-14 funding: A. YSAQMD - 10 projects for \$290,000 B. BAAQMD:</p> <ul style="list-style-type: none"> • Solano Commute Alternatives Outreach • Solano Community College Bus Voucher Program • Safe Routes to School High School Trip Reduction Pilot • Suisun City Park and Ride Charging Station <p><u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	STA YSAQMD	TFCA Clean Air Funds	X		\$295,000 Annually (TFCA) \$442,000 FY 14-15 (YSAQMD Clean Air)	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	25.	<p>Solano Climate Action Program Develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non energy sectors</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> PG&E project completed SGC projects released to cities for action in May 2014 Develop multi-agency implementation strategy after CAPs adopted <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Countywide Green House Gas Emission Inventory COMPLETED GHG emission reduction for energy sector COMPLETED GHG emission reduction and implemented plans for non-energy sectors - COMPLETED <p><u>EDC:</u> Adopted CAPs and Implementation Strategy – Summer 2014</p>	STA	PG&E and SGC grants	X		PG&E Grant \$285,000 SGC Grant \$275,000	Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	26.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Plan Update findings Update and maintain SR2S website and Facebook pages • Coordinate SR2S Community Committees and SR2S Advisory Committee • Work with Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events • Expand SR2S Program to incorporate middle school and high school components. • Monitor the implementation of selected engineering projects from SR2S Plan update • Continue to expand/enhance Walking School Bus implementation at 56 elementary schools • Continue to seek additional grant funds to fund elements of SR2S Program • Implement the 2nd Public Safety Enforcement Grant. • Develop a robust evaluation system of SR2S program • Introduce a Walking Wednesday initiative at selected schools • Develop a plan to sustain the WSB program following the pilot program <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Over \$4.5 million in SR2S funding obtained to date • Secured OBAG funding for SR2S Program (\$1.256M) and SR2S Engineering Projects (\$1.2M) • Completed 2013 SR2S Plan Update • Coordinated and hosted successful Safe Routes to School Summit in May 2013 • As of July 2014, 43 schools have held 70 events attended by 10,730 children 	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks Sarah Fitzgerald
			41					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Since January 2013, 33 Walking School Buses were started at 18 schools. 26 schools with 6,665 students participated in International Walk to School Day in October <p><u>EDC:</u></p> <ul style="list-style-type: none"> SR2S Engineering Projects completed by 2016 						
			42					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	27.	<p>Countywide Transit Coordination STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination Mini –SRTP • Implement Enhance Transit Coordination Strategies <ul style="list-style-type: none"> -Standardized fare structure -Transit capital planning -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update • Select service option for Solano Express from Transit Corridor Study • Implement Clipper <p><u>Milestones :</u> Transit Sustainability Study - Completed Countywide SRTPs - Completed Transit Coordination Plan - Completed</p> <p><u>ECD:</u> Countywide Coordinated Mini- SRTPs - July 2015 and 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – August 2014 SolanoExpress Service Option -2014 Update Solano Express Capital Plan - 2014</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	X X X X	X X X	\$550,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	28.	<p>Lifeline Program Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects • Project Selection • Monitor Projects <p><u>Milestones:</u> Monitoring Lifeline Projects Operating – SolTrans Route 1, 85 and span of service; FAST Route 30 Saturday Service Capital – Vacaville curb cuts, FAST 10 local buses, SolTrans and Fairfield bus shelters</p> <p><u>ECD:</u> Lifeline Funding Fourth Cycle- Estimated FY 2014-15</p>	STAMTC	STAF	X	X	\$17,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	29.	<p>FTA 5311 In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects in Nov/Dec • Project Selection • Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2013-14 and FY 2014-15 Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85 Capital funds were programmed for Rio Vista for the design and plans for the park and ride lot.</p> <p><u>ECD:</u> 5311 Funding for FY 2013-14 - Estimated June 2015 5311 Funding for FY 2014-15 - Estimated June 2016</p>	STAMTC	FTA 5311	X	X	\$900,000	

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	30.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Proposed development of CTSA • STA responding to request from Solano County to administer the Intercity Paratransit Program • Mobility Management Programs being developed • Review Mobility Guide for Seniors and People with Disabilities • Operators TDA Claims Review • Score FTA 5310 applications <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work plan approved in February 2014- Completed • FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed • PCC TDA claim review for FY 2013-14 - Completed • Recommended projects for OBAG funding - Completed <ul style="list-style-type: none"> • PCC Brochure 2013- Completed • Updated Mobility Brochure for Seniors and People with Disabilities - February 2014- Completed <p><u>ECD:</u> PCC Work plans - 2015 and 2016 FTA 5310 call for projects - 2015 and 2016 TDA Claim Review – FY 2014-15 and 2015-16</p>	STA	STAF	X		\$50,000 \$30,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	31.	<p>Solano Express/Intercity Coordination Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> A. Manage Intercity Transit Consortium B. Monitor Route 20, 30, 40, 78, 80, 85, 90 C. Funding Agreement Update D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Intercity Ridership Study Update G. TDA Matrix - Reconciliation and Cost Sharing H. Development of multi-year funding plan I. Development of Intercity Bus Replacement Plan J. Marketing implementation of Clipper <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Express Intercity Transit Marketing in process • Intercity Transit Funding Group Development • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2014-15 and 2015-16 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Express Capital Bus Replacement Plan Developed - Completed • Intercity Transit Funding agreement updated FY 2013-14 - Completed <p><u>EDC:</u> 2014 Intercity Ridership Survey- July 2014 Development of Transit Capital Plan July 2015 Update Intercity Bus Replacement Plan – Sept 2014 Implement Clipper – November 2014</p>	STA	TDA	X			Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	32.	<p><u>Solano County Mobility Management</u></p> <p>A. B. Implement Mobility Management Programs C. Monitor Programs D. Considering CTSA Designation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implementation of Ambassador Program with coordination with Transit operators on travel training • Partner with non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Mobility Management Plan adopted - Completed • Countywide In Person ADA Eligibility Program Initiated (July 2013) - Completed <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year One– Dec 2014 Develop Website – July 2014 Travel Training Programs developed – September 2014 Implement Call Center - September 2014 Disseminate information on Senior Safety Driver Programs – September 2014 Decision CTSA Designation June 2014</p>	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM	X	X	\$800,000	Transit/ Tiffany Gephart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	33.	<p>Solano Napa Commuter Information (SNCI) Program</p> <p>A. Customer Service Program-Call Center, Display Racks, website/facebook</p> <p>B. Vanpool Program</p> <p>C. Employer Outreach/Support Program</p> <p>D. Employer Commute Challenge Promotion</p> <p>E. Incentives Program</p> <p>F. Emergency Ride Home (ERH) Program</p> <p>G. Campaigns/Events – Bike to Work Promo</p> <p>H. Coordination with Napa County</p> <p>I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Continue to deliver overall rideshare services to Solano and Napa employers and general public Start 28 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. Direct the Napa and Solano Employer Commute Challenges Assist employers in Solano and Napa counties with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI’s Employer Program. Implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program Incorporate Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City. Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc. Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school <p><u>Milestones:</u></p>	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	Transit/SNCI Judy Leaks Debbie McQuilkin Paulette Cooper Sorel Klein

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Implemented 2014 Bike to Work campaign. There were 17 Energizer in Solano County and xx 9 stations in Napa that nearly 800 cyclists visited. Completed the seventh Solano Commute Challenge with 40 employers and 747 employees participating; and the second Napa Commute Challenge with 24 employees and 171 employee participants. 27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported 193 vanpools Solano Community College has implemented a pilot program to provide significantly reduced-fare passes to students who use transit to get to the school. 						
STA Monitoring Projects	34.	<u>Capitol Corridor Rail Stations/Service</u>						
		<u>Status:</u> Individual Station Status:						
		A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015. Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year.	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X		\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements	City of Dixon					Janet Adams
		C. Update Solano Passenger Rail Station Plan; consultant selected and work initiated.	STA	STAF, PPM	X		\$125,000	Sofia Recalde
D. Monitor Vallejo's Rail Service Plan for Mare Island	City of Vallejo	STP Planning, Vaca TDA, CCJPA	X		\$66,050			
E. Suisun/Fairfield Train Station Upgrade	City of Suisun City	CMAQ, TDA Article 3, STAF	X		\$600,000			
		<u>ECD:</u> Updated Solano Passenger Rail Station Plan in CY 2014. Fairfield/Vacaville Station construction scheduled to begin in 2015. Suisun/Fairfield Train Station Upgrade to begin FY 2015-16	STA/ NCTPA	MTC Rail Program	X			

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring Projects	35.	<p><u>WETA Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitor project schedule and phasing plan for Vallejo Station. Assist Vallejo in effort to relocate post office to facilitate Phase 2 Phase I of the Maintenance Facility are funded. . Support and market Vallejo ferry service -Potential development of advisory committee Relocation of Post Office <p><u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X		\$65M \$10.8M \$0.5M	Projects Janet Adams Transit Liz Niedziela
STA Lead – Programs	36.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections consistent with Plan Bay Area B. Maintenance of Model, C. Approve Model User Agreements as submitted D. Periodically convene STA Model TAC</p> <p><u>Milestones:</u> Convene Model TAC Adopt new traffic model.</p> <p><u>Status:</u> Cambridge Systematics under contract and working to prepare new Activity based model..</p> <p>ECD: Model update for Plan Bay Area consistency FY 2014-15.</p>	STA, NCTPA STA STA	Funded by OBAG	X X		\$150,000 \$24,000	Planning Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	37.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,369 vehicles abated in the first 6 months of FY 2012-13.</p>	STA	DMV	X		FY 2012-13 \$365,267 countywide distribution	Projects/ Finance Susan Furtado
STA Lead – Planning	38.	<p><u>New or Updated Countywide Plans</u></p> <p>Water Transportation Plan – new Airport surface access plan – new</p>	STA	OBAG STAF		X X		Planning/ Sofia Recalde Robert Macaulay Drew Hart
STA Lead - Planning	39.	<p><u>Vine Trail Alignment Study</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Consultant selected; study underway • <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Hold public meetings; first meeting held in May 2014 • Adopt the Vine Trail Alignment Study <p><u>ECD:</u> December 2014</p>	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership		X	\$100,000	Planning: Sofia Recalde



DATE: June 13, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Paulette Cooper, SNCI Commute Consultant
RE: Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report

Background:

In the late 1970's, rideshare programs were instituted throughout the country to provide assistance to individuals who wanted to form vanpools. Funded by Caltrans in California, they enabled groups of 10-15 commuters to come together and lease a vehicle. Those groups paid all the expenses for the vehicle, including lease, maintenance, insurance and fuel. Solano County residents were quick to use vanpools to transport them to employment areas in San Francisco and Sacramento. US Air Force retirees were settling in Solano County and finding jobs at the United Airline Maintenance Facility at the San Francisco International Airport (SFO) and other area airports. Vanpools were the economical, dependable and with the inception of carpool lanes, the fastest way to get to these areas of employment.

Currently, 234 of the Bay Area's 537 registered vanpools (42%) traveling through Solano County daily. This equates to approximately 2,574 van riders; 5,148 round trips; with a total of 1,235,520 trips annually.

Sixty-three per cent of these vanpools (143 out of 234) originate in Solano County and travel to other counties. While the destination counties of these vanpools have become more dispersed over time, San Francisco is still the leading destination with 58 vanpools. Shift workers going to San Francisco Airport account for the high number of vanpools going to San Mateo County (46).

Discussion:

As of June 13, 2014, SNCI started twenty-nine vanpools (29) during fiscal year 2013- 2014, bringing the total number of vanpools in the county to 234. Fifteen (15) of these vanpools originate Solano County; twelve (12) have Solano County destinations; and two (2) travel through the county. Of the twelve (12) that travel to Solano County, one goes to California Medical Facility (CMF) and one to Travis Air Force Base. Ten (10) of these new vanpools travel to Genentech; Genentech launched a new vanpool program for their Solano County sites in March 2013, mimicking the vanpool program at the South San Francisco facility. The Genentech program covers the cost of the lease as well as providing gas for all vanpools for their Vacaville location

While there is a large number of vanpools leaving Solano County, from 2003 until 2011 there were only eleven vanpools coming into Solano County. Since then, the number has increased to 31 vanpools coming into Solano County, a 250% increase. Most of these vanpools are carrying employees to State Fund, Travis AFB and Genentech.

SNCI provides support for the vanpools that includes driver incentives, medical reimbursement, and passenger placement assistance. The intent of this support is to keep the vanpools on the road. In spite of this assistance, each year a certain number of vanpools go off the road or are “deleted” for a variety of reasons. During fiscal year 2013- 2014 twenty-one (21) vanpools were deleted. Nine (9) of the vans folded due to lack of riders; six (6) due to schedule changes/retirement/lay-offs; four (4) were not interested in our support services; one due to personal reasons. With the 29 new vanpools, this resulted in a net gain of eight (8) vanpools.

Fiscal Impact:

None.

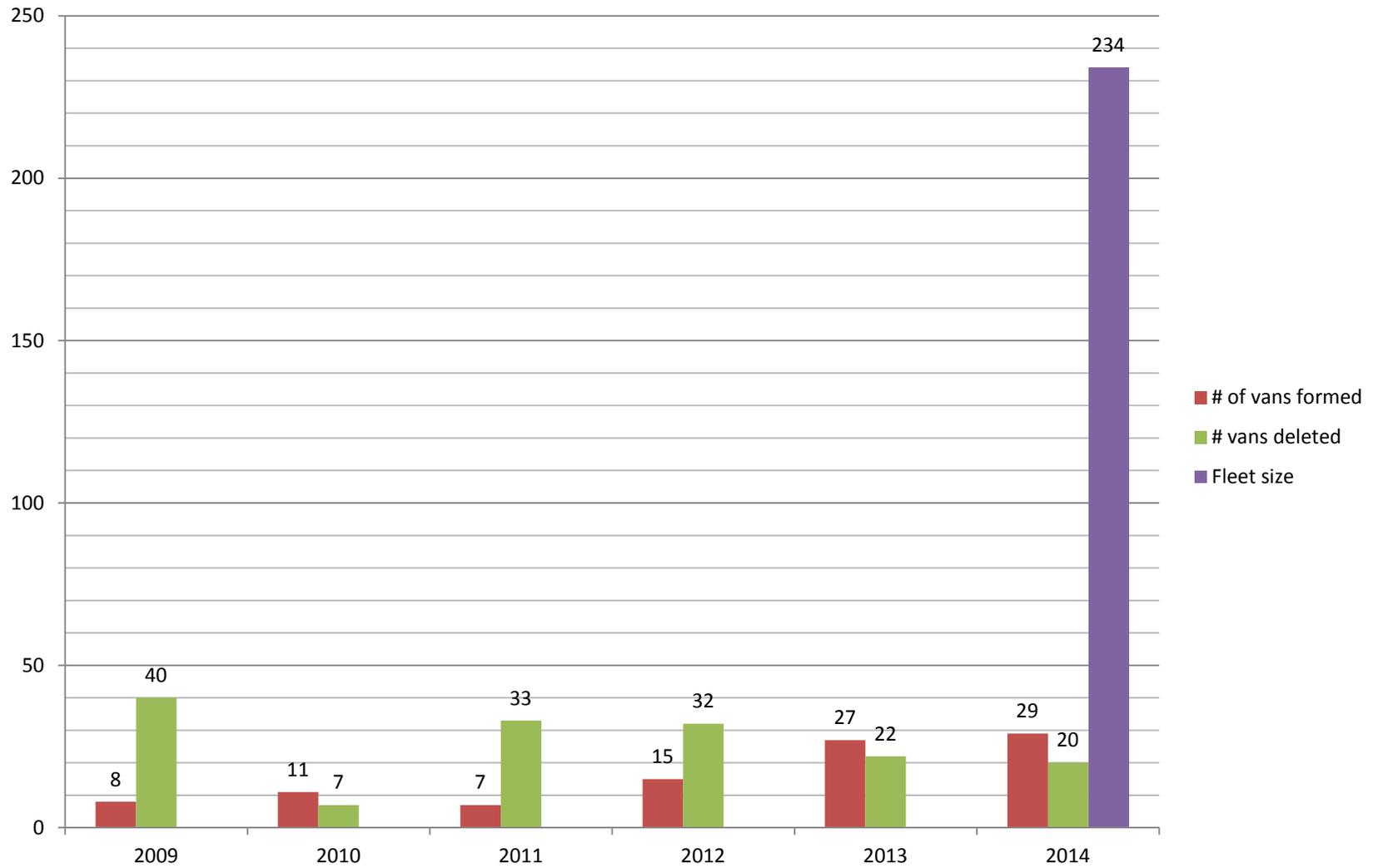
Recommendation:

Informational.

Attachment:

- A. Solano Vanpool formed/deleted/fleet size

2009-2014 Vanpools Formed/Deleted/Fleet Size



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DATE: June 13, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager
RE: Solano Napa Commuter Information 2014-15 Work Program

Background:

The Solano Napa Commuter Information (SNCI) program serves as a “one-stop-shop,” offering informational resources and programs for commuters interested in finding alternatives to driving alone, as well as transportation information for non-commuters. SNCI also works with employers in Solano and Napa counties to encourage the use of commute alternatives through events, promotions, vanpool formation and support, and other activities. The SNCI program is currently funded and managed by the STA, through Metropolitan Transportation Commission (MTC) Regional Rideshare, Bay Area Air Quality Management District (BAAQMD), and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. The BAAQMD and ECMAQ funds allow the SNCI program to provide services that would not otherwise be available such as, commuter incentives, the emergency ride home program, the employer commute challenge, and a range of localized services. These services support efforts to reduce carbon emissions, address climate change concerns, promote expanded use of transit and ridesharing, and help improve mobility in Solano and Napa counties.

Discussion:

The FY 2014-15 SNCI Work Program includes the following major elements:

- Customer Service – commuter/mobility call center, display racks, website
- SNCI Marketing Strategy
- Vanpool formation and support
- Employer Outreach Program
- Commuter Benefits Program (SB 1339) Implementation
- County Commute Challenges – Solano and Napa counties
- Emergency Ride Home Program
- Bike to Work Promotion/Bicycle incentive & map
- Partnerships w/ other programs and outside agencies

Customer Service:

Provide high quality, personalized rideshare, transit and other non-drive alone trip planning information to commuters and the public through the commuter call center, websites and other means. *Complete 600 placement calls to new ridematch applicants.*

Incorporate the provision of mobility management information services to staff the Mobility Call Center. *a) Develop expertise in mobility options for seniors, people with disabilities and low-income customers through training and sensitivity. b) Provide Regional Transit Cards*

(RTC), Senior Clipper cards and Clipper card add-fare options as well as FasTrak transponders and BikeLink locker assistance.

Continue to supply display racks throughout the counties with transportation materials/brochures and local and regional transit information and schedules. *a) Visit each display rack location at least one time each year. b) Increase the # of display racks by 50%.*

SNCI Marketing Strategy:

Based on findings of the 2013 SNCI Marketing Strategy and Action Plan Study, increase awareness of SNCI through examining the program brand, improving web communications, updating the SNCI website and continuing to reach commuters through employer outreach and events.

Examine program brand/assess the SNCI program name and logo. *Determine/confirm program name and logo.*

Use Facebook as a media tool. *Double the # of Facebook friends.*

Update website page. *Increase website hits by 30%.*

Market the SNCI program through radio and internet ads. *a) Purchase ads on local radio (KUIC) for promotions (Solano Commute Challenges, Bike to Work Days) b) research, develop plan and purchase internet ads.*

Based on an assessment conducted of all community events from 2009-2014, focus efforts at employer sites and large community events like Earth Day and limit events at local farmers markets. *a) Schedule events at employer sites. b) Create and implement a simple “One-hour mini-event” for employers.*

Provide SNCI materials in additional languages as part of Title VI program compliance. *Translate and provide printed copies of marketing materials in Spanish and make materials available in Tagalog, Cantonese, and Vietnamese, per Title VI requirements.*

Vanpool Formation and Support:

Twenty-nine (29) vanpools were started between July 1, 2013-June 13, 2014 – two vanpools over the MTC/511 Rideshare goal of 27.

Continue formation and support for vanpools that travel to, from or through Solano and Napa counties. *a) Start 29 vanpools. b) Provide incentives to assist the formation of vanpools. c) Complete 500 placement/follow-up calls to/for vanpools, critical vanpools, and potential vanpool passengers. d) Track starts, deletes and incentives – determine effectiveness of incentives.*

Employer Program:

Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. Continue to concentrate efforts on large employers through distribution of materials, events, major promotions, surveying and other means.

Increase the # of active employers in SNCI employer database. *Increase database size with a net gain of 12 new employers.*

Conduct events at employer sites. *Schedule 30 events at employers and large community events. Improve event set-up to be more engaging to those passing by. Determine incentives to increase the number of persons seeing the SNCI message of using a commute alternative.*

Cross promote items like bike, and vanpool incentives, emergency ride home, Commute Challenges, vanpool opportunities

Commuter Benefits Program (SB 1339) Implementation:

Implement the Commuter Benefits Program (SB 1339) throughout Solano and Napa counties with employers having 50+ employees. Work with the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to execute a program that supports affected employers to meet the requirements of the rule.

Provide employers a consultation that explains the details for each option choice. Send periodic mailings to all affected employers as a reminder of the September 30 deadline, and offer assistance in developing and selecting an option that best suits their needs.

County Commute Challenges:

Conduct one (1) employer challenge each in Solano and Napa counties that encourages employers and employees to encourage the use of commute alternatives to driving alone. These campaigns include an incentive element and enlist the support of local chambers of commerce. *Increase employer participation by 10% and employee participation by 20%.*

Emergency Ride Home Program:

Focus on marketing the Emergency Ride Home Program, verify and update all current enrollees. *Take advantage of the Commuter Benefits program to increase the number of employers registered by 10%.*

Bike to Work Promotion/Bicycle incentive/BikeLinks map:

Take the lead in coordinating the regional 2015 Bike to Work campaign in Solano and Napa counties. Provide information and support for cyclists to promote bicycling locally. Assess the effectiveness of current Energizer Station locations and make adjustments. *Increase the number of visitors at energizer stations by 10%.*

Revise and update the Solano/Yolo BikeLinks map, print and distribute copies. *Work with planning to re-design and update the BikeLinks map.*

Market the “Bucks for Bike” incentive. *Market through the Bike to Work promotion, employer and community outreach and the SNCI website and Facebook pages.*

Partnerships w/ other programs and outside agencies:

Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors, People with Disabilities and low income; and assisting local jurisdictions and non-profits implementing projects.

Fiscal Impact:

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds for an annual total of \$618,000.

Recommendation:

Forward a recommendation to the STA TAC and the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2014-15.

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DATE: June 16, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Background:

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. 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.

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 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.

In April 2014, the STA Board approved the Solano Mobility Management Plan. The Plan identified four key strategies to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four strategies are:

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

The STA is managing or implementing the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.
2. The STA Board approved a 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.

Discussion:

At the Consortium meeting on May 27th, two issues were raised concerning designation. One issue concerned funding. There was a request to add language to the CTSA proposal (Attachment H) to clearly state that if STA sought CTSA designation the CTSA could not be funded with transit operators' Federal Transit Administration (FTA) 5307 or 5339 funds, nor from transit operator Transportation Development Act (TDA) funds without an agreement between the operator and STA.

The second issue raised was an interest in taking another look at considering a non-profit to function as a CTSA in Solano. County staff raised this issue as an opportunity to determine how intercity paratransit is to be delivered and the possibility that a CTSA could deliver intercity taxi/paratransit service in its current or an evolved state. More specifically, Partnership Health Plan was mentioned as a possible non-profit that should be approached to be considered though the operators were also interested in exploring the possibility of a new non-profit agency as a CTSA. Staff explained that a CTSA could be an operator of an intercity taxi/paratransit program either as a non-profit or public entity. A majority of Consortium staff members voted to table the CTSA agenda action item and requested STA contact Partnership HealthPlan to discuss this

issue before the next Consortium. STA will report on the status of the follow-up with Partnership HealthPlan at the Consortium meeting.

Establishing a new non-profit or JPA would require additional resources and time to set up. The recent mobility management efforts of the STA are consistent with MTC's Coordinated Public transit Human Service Transportation Plan. The STA is already staffed to coordinate Mobility Management and/or CTSA activities, and has experience working with advisory committees, and pursuing and allocating resources. The STA Board includes representation of all seven cities and the County. The STA Board also represents all five transit operators.

At the STA TAC meeting on May 28th, the item was presented along with an update of what transpired at the Consortium. The TAC also voted to table a recommendation on the item.

On June 2nd, the STA Board's Executive Committee considered the item and recommended the STA Board approve STA requesting CTSA designation by MTC for Solano County as prescribed in Attachment H. At the June 11 meeting, the STA Board approved STA requesting CTSA designation by MTC for Solano County.

At the meeting, STA staff will discuss next steps in CTSA designation.

Fiscal Impact:

Designation as a CTSA by MTC has the potential to open up future funding opportunities as mobility management is becoming a higher priority at the regional, state, and national level. It is recommended CTSA functions to be funded through grants and revenue sources excluding transit operators' TDA, FTA 5307 and 5339 funds unless an agreement has been established with the transit operator(s). These fund sources are outlined in Attachment A.

Recommendation:

Informational.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. STA's CTSA Proposal
- D. STA Ltr. (dated June 18, 2014) to MTC's Steve Heminger re. Solano County's Request for CTSA Designation

**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.

Consolidated Transportation Service Agency (CTSA) Designation Proposal for Discussion

Designation:

Solano Transportation Authority (STA) makes request to Metropolitan Transportation Commission (MTC) for CTSA designation on behalf of STA.

Governance:

The governance will be the STA Board consisting of the mayor of each of seven Solano County's Cities and a Solano County Board of Supervisor.

Funding:

CTSA function funding by STA to be provided by STAF and STAF paratransit, Lifeline, New Freedom grants, JARC grants, future MAP-21 Section 5310, and future regional funds. Transit operators' FTA Section 5307 and 5339 funds as well as their directly allocated TDA funds shall not be funding sources for the CTSA unless an agreement has been established with the transit operator(s).

CTSA Advisory Committee (11 Members):

- (1) Seniors and People with Disabilities Transportation Advisory Committee
- (1) Paratransit Coordinating Council
- (1) Lifeline Advisory Committee
- (3) SolanoExpress Intercity Transit Consortium (Transit operators only)
- (1) Solano County Department of Health and Social Services
- (1) Area Agency on Aging
- (3) Board Members

Reason for CTSA Designation:

To enhance and expand Solano County's ability to identify and obtain future federal, state, and Mobility Management at the regional level by identifying and designating Consolidated Transportation Service Agencies (CTSAs)

- To facilitate mobility management and transportation coordination efforts in Solano County
- Provide information and manage demand across a family of transportation regional services
- Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.

Purpose:

To pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Current Mobility Management Programs and Services:

- To continue administering the Countywide In-Person ADA Eligibility Program Contract
- In coordination with the transit operators assist in the development of Ambassador Programs and partner with social services agencies to provide more intensive one-to-one travel training for people with disabilities, intercity transit trips, and all other as requested.
- Establish a Mobility management Call Center by expanding the SNCI call center to include services for the seniors, people with disabilities, and low income with a complementary website including Senior Safe Driving Information.
- Update Solano Seniors and People with Disabilities Mobility Guide as needed.

June 18, 2014

Mr. Steve Heminger
Metropolitan Transportation Commission
101 Eighth St.
Oakland CA 94607

RE: STA's CTSA Designation Request for Solano County

Dear Mr. Heminger:

I am writing on behalf of the Solano Transportation Board (STA) Board to request the Metropolitan Transportation Commission (MTC) designate the Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. On June 11, 2014, the STA Board unanimously took action to request CTSA designation by MTC for Solano County (see attachment A).

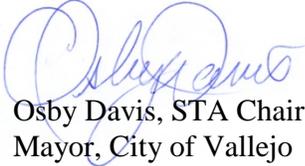
Over the past several years, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low income residents. In April of this year, the STA adopted its first countywide Mobility Management Plan and we appreciate the support that MTC staff has provided during this process. Solano's senior and people with disabilities population will increase significantly in the next five to ten years and Solano's Mobility Management Plan (see attachment B) outlines a number of programs that STA and our partner agencies and non-profits are interested in implementing.

The Plan was developed in partnership with our transit operators, Solano's Paratransit Coordinating Committee (PCC), Senior and People with Disabilities Advisory Committee, and other stakeholders. As highlighted in MTC's Coordinated Plan for the region, the STA recognizes that new, countywide coordinated programs and services that cut across specific modes of transportation will be necessary to address the transportation needs of these segments of our population. The Solano Mobility Management Plan outlines the initial implementation of four countywide programs: a Countywide In-Person ADA Eligibility Assessment Program, a Mobility Management Call Center (including a Mobility Management website), a Travel Training program, and an Older Driver Safety Information program. The Countywide In-Person ADA Eligibility Assessment Program was successfully implemented July 1, 2013 by the STA, in partnership with the County's transit operators, and the program will be commemorating the completion of its first full year in operation. The other three programs have all been authorized by the STA Board and currently are being developed with implementation scheduled to take place between July and September of 2014. These were also priority programs as identified in the STA's 2011 countywide Transportation Study for Seniors and People with Disabilities and several Community Based Transportation Plans.

As part of the Solano Mobility Management Plan, the formation of a Consolidated Transportation Services Agency (CTSA) was raised, discussed and evaluated. Based on this evaluation, a CTSA Proposal was developed by the STA and reviewed and discussed by the PCC, Transit Operators, Senior and People with Disabilities Advisory Committee, and unanimously approved by the STA Board. This CTSA proposal reflects that the STA has been effectively functioning as a CTSA for the past few years by advancing the implementation of the programs noted above.

We look forward to MTC approving the STA's request to be designated the CTSA for Solano County and to continue to work together with MTC and our local partners to successfully advance mobility management programs in Solano County. Please contact STA Executive Director Daryl Halls at (707) 424-6075, if you have any questions.

Sincerely,


Osby Davis, STA Chair
Mayor, City of Vallejo

Attachments:

- A. CTSA Designation Staff Report from STA Board Meeting of June 11, 2014
- B. Solano Mobility Management Plan Approved April of 2014
- C. STA's CTSA Proposal for Solano County

Cc: James Spring, MTC Commissioner and Solano County Supervisor
STA Board Members
Solano County Board of Supervisors
Alix Bockelman, MTC
Jennifer Yeamans, MTC
Brad Kilger, City Manager, City of Benicia
Jim Lindley, City Manager, City of Dixon
Janet Koster, Dixon Read-Ride
David White, City Manager, City of Fairfield
Wayne Lewis, Transit Manager, Fairfield and Suisun Transit
Tim Chapa, City Manager, City of Rio Vista
John Harris, Interim Transit Manager, Rio Vista Delta Breeze
Mona Babauta, General Manager, Solano County Transit
Suzanne Bragdon, City Manager, City of Suisun City
Laura Kuhn, City Manager, City of Vacaville
Brian McLean, Transit Manager, Vacaville City Coach
Dan Keen, City Manager, City of Vallejo
Birgitta Corsello, County Administrator, County of Solano
Matt Tuggle, Engineering Manager, County of Solano
Edith Thomas, Solano PCC Chair
Daryl Halls, STA Executive Director
Liz Niedziela, STA Transit Manager



DATE: June 12, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Anthony Bruzzone, Arup
RE: Transit Corridor Study Update

Background:

The I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study (“Transit Corridor Study”) updates the Transit Corridor Studies completed in 2004 (I-80/I-680/I-780) and 2006 (SR 12) and addresses current and future travel demand in the corridor, existing service and alternatives for serving the corridor, and a recommended phased implementation plan. The Transit Corridor Study not only addresses transit services, but also updates the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study and the related Coordinated Short Range Transit Plan (SRTP) for Solano County was initiated in the summer of 2012. On September 11, 2013, the STA Board approved the Solano County Coordinated Short Range Transit Plan and adopted performance benchmarks for intercity transit service.

The Consortium has reviewed key elements of the Corridor Study as it has been developed. In the winter of 2013, the Consortium reviewed the alternative service designs, how they meet the service design goals and criteria, and the pros and cons of each. Based on the input of the Consortium members the alternatives were refined, focusing on the following 3 alternatives:

- A. Modest Change to the existing system; some consolidation of routes
- B. BART-like Trunk system; consolidates current 7 route system to 4 routes
- C. Alternative Trunk System; an alternative 4 route consolidated system.

STA staff and the consultant team presented the Corridor Study results and routing alternatives in a workshop with the STA Board on March 12, 2014. The powerpoint presentation is available on the STA’s website. A summary of the STA Board comments from the March 12th workshop were provided and discussed provided at the Consortium meeting on March 25, 2014. The Corridor Study Service Alternatives, Recommended Service Design, Capital Plan, and Implementation Plan were discussed at the meetings of the Consortium and TAC on May 27, 2014 and May 28, 2014, respectively. On the recommendation to select Alternative B – BART-like Trunk system as the preferred alternative for the intercity transit system, the Consortium voted 4 in favor (aye) and 4 abstentions. The TAC voted unanimously to table the recommendation for one month, pending review of the draft final report and further consultation with their transit staffs.

Discussion:

Following the presentation and discussion of this item during the May 2014 Consortium and TAC meetings, the Draft Final Transit Corridor Study report is currently being finalized and the report will be provided to the Consortium before the meeting on June 24, 2014. At this point, selection of the service alternative and presentation of a few key elements remain to be considered by the Consortium. The purpose of this memo and the focus of the June 24, 2014 meeting is to:

- Review the service alternatives and their performance
- Select a preferred service alternative
- Review and discuss the capital requirements and phasing plan
- Review and discuss the implementation plan and schedule
- Consider approval of near term actions to implement the plan

The majority of the discussion provided below is summarized from the Draft Final Transit Corridor Study.

Service Alternatives

Three service alternatives were designed, refined, and evaluated, and have been presented over the past year to the Consortium. They are:

- Alternative A – Modest Change to the existing intercity bus system
- Alternative B – BART-Like Trunk System
- Alternative C – Alternative Trunk System

All alternatives were designed with nearly the same level of service hours overall. Additionally, the alternatives can be operated within the number of intercity buses currently in the fleet.

All alternatives recommend the following changes and assumptions:

- Pleasant Hill BART express bus stop is eliminated while the Walnut Creek BART express bus stop is retained on the Vallejo/Benicia to Walnut Creek service. This change allows for faster service and fewer buses to provide that service. Almost all the passengers using Pleasant Hill BART express bus stops are transferring to BART, which can still occur at Walnut Creek. Walnut Creek has more all day attractions than Pleasant Hill and better regional connections to the I-680 corridor south.
- BART agrees to charge the same fare for transferring SolanoExpress passengers from either El Cerrito del Norte or the Walnut Creek BART Station.
- The current Route 85 segment between Vallejo and Solano College is revised to instead use Highway 37 and uses freeway ramp stops.
- Solano College in Vacaville is served on all alternatives, a new bus station is provided for Solano College Fairfield at Suisun Parkway and Kaiser Drive and Fairfield Transportation Center is redesigned to allow Solano Express buses to remain on freeway ramps and avoid city streets.

Service frequency on all routes is modified to have consistent service frequencies. Each alternative includes an initial service level and an “Improved” service level. Improved service levels are assumed to occur as demand increases and are likely within a five year period.

Route diagrams for each alternative are shown in Figures 1-3.



Figure 1: Alternative A – Modest Change

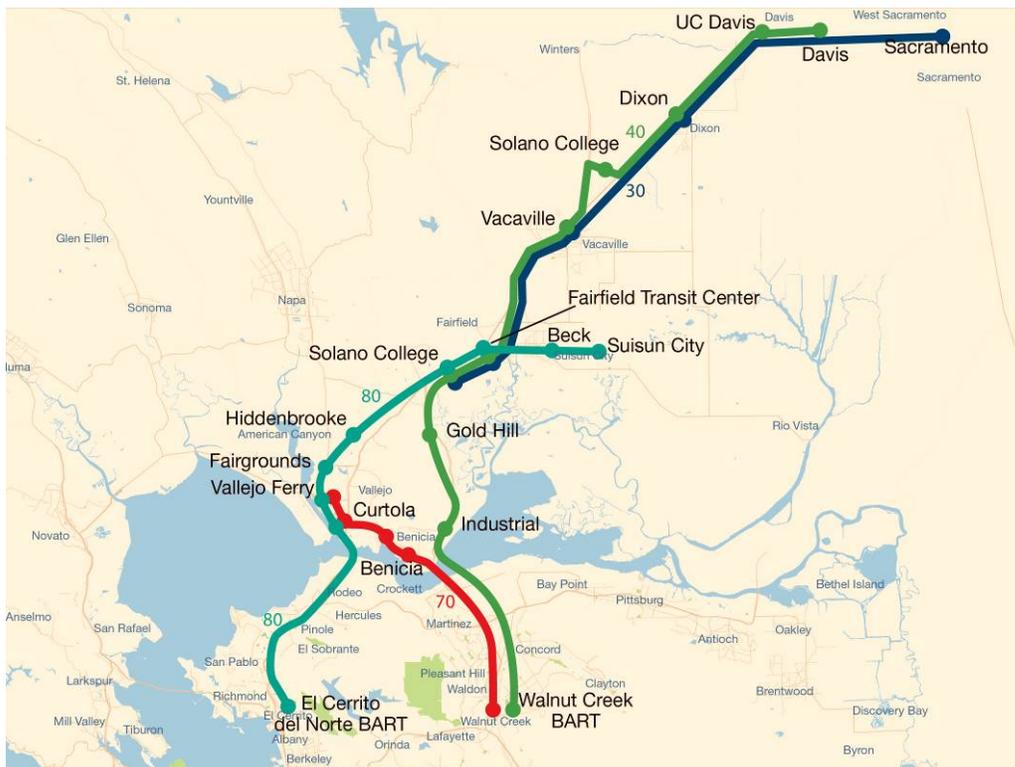


Figure 2: Alternative B – BART-Like Trunk System

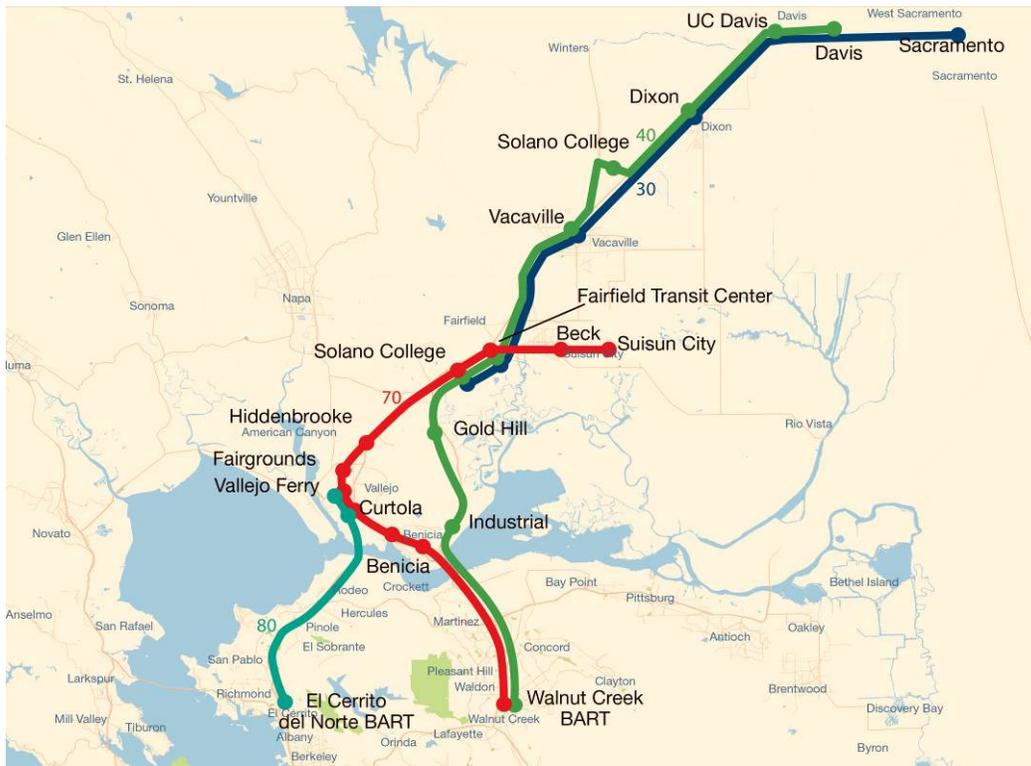


Figure 3: Alternative C - Alternative Trunk System

Table 1 on the following page summarizes the performance of the three alternatives compared to the current system, both the basic service levels and improved service.

The table identifies the three options and provides an assessment of an improvement sub-option for each alternative that increases service, generally to every 15 minutes south of Fairfield. The green shading indicates a “good” rating, while the rose shading indicates a “poor” rating. As can be seen, Alternative B has the most instances of “good” assessment. This is due to Alternative B’s simple route structure resulting in efficient use of vehicles and labor.

The implementing concept assumes that the current subsidy level of about \$4 million annually is maintained. As patronage increases, additional fare revenues allow for more service so that while gross cost increases, net costs (after fares) remain about the same, or in the best estimates, could decline.

		Benchmark	Current	Alternative A - Year 2020	Alternative B - Year 2020	Alternative C - Year 2020
Service Attributes	Peak Service Frequencies	15	60	15/30	15	15
	Midday Service Frequencies	30	60	15/30	15	15
	Average Speed (mph)	35	31	35	35	35
	Simple, Legible Routings	Y	N	Y	Y	Y
	Connects to Regional Transit	Y	Y	Y	Y	Y
	Connects Solano Cities	Y	Marginal	Y	Y	Y
Service Performance	Daily Service Hours		250	285	287	297
	Increase in Service Hours		N/A	14%	15%	19%
Financial Performance	Annual Gross Cost		\$7,421,666	\$8,470,100	\$8,520,568	\$8,806,549
	Ridership Increase	Base 19% Increase to 2020	N/A	34%	43%	43%
	Annual Net Cost		\$3,931,664	\$3,779,285	\$3,539,171	\$3,825,152
	Capacity Utilization	35%	20.5%	24.2%	25.5%	24.7%
	Farebox Recovery	50%	48%	55%	58%	57%
					Meets Standard	Close to Standard

Table 1: Alternatives Performance Summary Compared to Current System

Recommended Service Design

Alternative B is recommended as the preferred alternative and will provide a restructured, simple, easily legible and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Excellent connections between major college campuses

While passengers traveling from Fairfield to Berkeley have either a slightly longer ride via the new Blue Line (or need to park instead in Vallejo), the upside is that passengers on all routes experience less waiting. Passengers traveling to Central Contra Costa County have much better service from all parts of Solano County. College students traveling between Solano College Fairfield and Solano College Vacaville are directly connected and are connected to UC Davis.

Capital Plan

Alternative B assumes that the proposed Express Lanes program is delivered and that freeway travel times for the buses improve. Critical to achieving faster times is the concept of minimizing route diversions off the freeway right-of-way. This allows for faster speeds and better city-to-city connections.

A minimum speed of 35 mph plus station sites to provide the necessary access is the performance specification for this alternative. Further study is warranted to identify the best suite of improvements, but generally they grouped in the following categories:

Transit Priority Measures including queue jumps, signal priority, bus lanes, bus ramps and other general “rail like” improvements that make bus service faster and more reliable.

On-Line Stations are facilities that allow the bus to stop without leaving the freeway right-of-way. The best examples of freeway bus stations maintain bus operations within the freeway right-of-way and give an exclusive location for buses to decelerate, stop, dwell and then accelerate back into the freeway. Examples include the El Monte Busway in Los Angeles and the freeway bus stations in Seattle.

Equipment is the most intimate contact the passenger has with the transit system. How a bus looks, feels, and operates is of paramount importance. With the evolution of vehicle performance expectations – including disabled access, noise, comfort and bicycle provisions – buses need to be better.

Prior to the hub improvements at Fairfield Transit Center and Solano College being phased in, routings would be slower and somewhat indirect, but service can be implemented. As the hubs are developed and improved, service frequencies will improve and passenger loads should also increase.

Major Capital Improvements, First Tier

The two most critical transit improvements are the:

1. Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way, and
2. Establishment of a new station at Solano College adjacent to the westbound truck scales and Suisun Parkway with direct access to I-80.

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

Coupled with these initial on-line stations, Solano Express also needs new equipment better suited for transit service, in contrast to express service.

- The most progressive transit operators are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and disabled passengers.

Minor Capital Improvements-Caltrans right-of-way, First Tier

In addition to the FTC and Solano College improvements, the Study proposes additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks). These minor improvements include:

- American Canyon/Hiddenbrooke Ramp Stop – Sidewalk Improvement
- Highway 37/Fairgrounds – Sidewalk Improvement
- I-680/Gold Hill – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park.

Minor Capital Improvements-City rights-of-way, First Tier

In the first tier improvements, transit priority measures should be developed and delivered for the following streets:

- UC Davis Campus
- Vaca Valley Parkway
- Curtola Parkway
- Military in Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs
- Bus Lanes

Signal priority extends green time when a bus is approaching (or reduces red time) through the bus “talking” with the signal controller. In addition, other measures include queue jumps (where a separate lane is created nearside of the intersection for the bus to “jump” the queue of automobiles and advance to the front of the line, bus lanes (dedicated lanes for buses where density of service warrants), and bus bulbs (sidewalk extensions to allow the bus to stay within the travel lane which saves time for the bus and is safer for all traffic than pulling into and out of the travel lanes).

Major Capital Improvements, Second Tier

As the system develops and additional access is desired, several other on-line stations can be considered. These include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 Air Base Parkway
- Hwy 37/Hwy 29

Implementation Plan

A draft work plan identifying the follow up action items and further analysis needed to implement Alternative B is provided in Attachment A. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan.

The schedule for this work plan would require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with service changes to be effective in the July 2016 – June 2017 timeframe. Capital projects will require additional time to complete. This schedule has been modified based on modifications requested at the May Consortium meeting. A summary schedule is provided in Table 2 below.

Activity	Time Frame
Develop detailed implementation plan per workplan outlined in Corridor Study	July 2014 – June 2015
Develop overall capital program, conceptual project plans, and cost estimates per 5-year capital plan outlined in Corridor Study	July 2014 – June 2015
Identify capital funding, develop 30% plans, and obtain environmental clearance for 5-year capital plan outlined in Corridor Study	July 2015 - June 2017
Implement initial Alternative B service changes	July 2016 - June 2017
Initiate construction and deliver minor capital projects for 5-year capital plan	July 2017- June 2019
Implement 2nd phase of Alternative B Service Changes	July 28 – June 2019
Begin construction of major capital projects for 5-year capital plan	July 2019
Complete capital projects for 5-year capital plan	July 2021
Other major capital improvements	10- and 15-year programs

Table 2: Summary Schedule for Implementation Plan

Near Term Actions

To complete the implementation of the Transit Corridor Study work plan, STA will need to accomplish the following:

1. Assign a project manager to oversee the development of a detailed implementation plan as required by the work plan outlined in the Transit Corridor Study.
2. Issue a RFP for undertaking the tasks outlined in the Transit Corridor Study work plan.

The schedule presented in Table 2 is dependent on assigning a project manager to the implementation plan and to getting a consultant under contract to take the Corridor Study to the next level towards implementation over the next few months.

Recommendation:

Informational.



DATE: June 3, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Intercity Paratransit Assessment Update and Recommendation

Background:

On July 12, 2013, the Solano Transportation Authority (STA), the five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a new Countywide taxi-based intercity paratransit service. The proposed new service will provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Solano County is currently the lead agency coordinating on behalf of the cities in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service.

With the authorization of the County Board of Supervisors, on December 16, 2013, the Solano County Director of Resource Management requested that STA explore the feasibility of providing oversight and long term operation of the Countywide intercity paratransit service (Attachment A). In response to this request, in mid-January 2014, STA retained Nelson\Nygaard to develop and evaluate intercity paratransit service delivery models and asked Nancy Whelan Consulting (NWC) to prepare a financial analysis of the service options.

Status reports on the various elements of the study have been presented to the Consortium over the past several months and the consulting team's final report was presented to the Consortium on April 29, 2014. A report on the background for the study and a summary of the study results were presented as an information item to the STA Board on May 14, 2014.

The STA Joint Powers Agreement (JPA) clearly stipulates this is a responsibility envisioned to be undertaken by the STA. The STA JPA Agreement specifies that the STA is designated a provider of transit and paratransit, and that any transit and paratransit services operated within the county by the STA shall be complementary and shall not compete with local transit services operated by parties to the STA JPA. The JPA further stipulates that STA will coordinate all alternative modes of transportation within the county and with agencies outside Solano County and operate or cause to have operated transit and paratransit and submit TDA claims, and operate or contract for the operation of transit and paratransit services as determined appropriate by the STA Board.

Discussion:

On June 11, 2014, the following recommendation was approved by the STA Board:

1. The STA to accept the County of Solano's request to manage the Intercity Paratransit Service;
2. Authorize the Executive Director to recruit for a project manager to transfer the service from the County and manage the service on behalf of STA; and
3. Authorize the Executive Director to work with the Solano County Department of Resource Management to transfer management of the Intercity Taxi Scrip Program.

There are three issues that will need to be addressed to respond affirmatively to the County of Solano. The first two are near-term. The first is to authorize the STA to retain a project manager to develop the RFQ for intercity paratransit service, setting up the intercity paratransit program, and then managing the contract and program once it is established. Initially, this is recommended to be through retaining a consultant or consulting firm with the necessary experience in managing paratransit service to initially establish and manage the program. This task could then transfer to a permanent project manager who could be hired to manage this program once it is established; perhaps during the first or second year of the service. It is envisioned that a project manager be selected during the first three months to help the determination of the second issue.

The second near-term issue is the selection of a preferred service option based on one or some combination of the three options identified by Nelson/Nygaard. This is recommended to take place after the hiring of the project manager, in approximately 2 to 4 months.

The third is more longer term in nature and concerns the funding of the intercity paratransit service in the long term. Based on the nine scenarios assessed, all of them have the potential to have sustainability issues, somewhere between 2 to 6 years, if the service is not managed within the transit resources expected to be available. There is adequate funding available through the TDA funds to be provided by the County of Solano, the TDA pooled by the five transit operators and the two federal transit grants already obtained by the County to fund the start up of the service to operate the service during the two fiscal years with a reasonable expectation of being able to cover the program's cost. Similar to the start up by the STA of the Countywide in-person ADA eligibility process through Care Evaluators, the best indicator of how the service will function is the annual cost and service demand that will be determined during the initial year of operation. Adjustments will likely need to be made whichever service option is selected.

Recommendation:
Informational

Attachment:

- A. Copy of County of Solano Request Letter to STA dated December 16, 2013 re Consideration of Intercity Paratransit Service Delivery by the STA



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

December 16, 2013

Daryl K. Halls, Executive Director
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, Ca 94585

Subject: Consideration of Intercity Paratransit Service Delivery by the Solano Transportation Authority

Dear Mr. Halls,

On December 10, the Solano County Board of Supervisors directed the Department of Resource Management (DRM) to make a request of the Solano Transportation Authority to explore the feasibility of oversight of countywide intercity paratransit. As you are aware, Solano County is preparing a request to solicit proposals (RFP) for an intercity paratransit service contract. This will begin the next deliverable phase of the Memorandum of Understanding, executed in July by the partner agencies. The potential for this taxi-based service to grow in the future has facilitated some discussion as to whether Solano County is the best agency for long-term delivery. In light of the Solano Transportation Authority's (STA) recent efforts to coordinate mobility management, ADA eligibility, and enhance its call center, we believe that there should be further discussion regarding the final intercity paratransit delivery agency.

We are requesting that the STA consider this potential change prior to any release of an RFP. For your information, attached is the latest draft of the RFP, some paratransit cost comparisons, and the existing Intercity Paratransit MOU. If you have any questions pertaining to our request, please give me a call at 707-784-6062.

Sincerely,

Bill Emlen
 Director

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Sr. Staff Analyst

Public Works-
 Engineering
 Matt Tuggle
 Engineering Manager

Public Works-
 Operations
 Wayne Spencer
 Operations Manager

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

Background:

In March 2014, the STA began work on the Solano Rail Facilities with assistance from a consultant team led by Menzies & McCrossan. The objectives of the plan are to:

- Evaluate the demand for freight facilities in Solano County;
- Update the 1995 Rail Facilities Plan and examine the potential for new rail stations on the Capitol Corridor line and for improving ridership and service at existing and planned rail stations;
- Consider investment opportunities to improve safety and throughput, and to combat the effects of sea-level rise; and
- Evaluate the potential for Napa-Solano passenger rail connections.

The purpose is to develop a plan that can assist STA and local jurisdictions in making policies and local land use decisions to support future passenger and freight rail activity. The Plan has a 10-year life horizon.

A Rail Technical Advisory Committee (RTAC) was established to provide input and feedback as elements of the Plan are developed. The RTAC consists of Planning and Public Works staff from cities whose boundaries contain rail facilities, as well as representatives from Napa County Transportation and Planning Agency (NCTPA), Capitol Corridor Joint Powers Authority (CCJPA) and Solano Economic Development Corporation (Solano EDC). Since the beginning of this Plan, the RTAC has met twice and intends to meet monthly starting in July until the conclusion of this Plan in December 2014.

Discussion:

Demand for Freight Rail

A draft of the Demand for Freight Rail chapter (Attachment A) was presented to the RTAC on May 20. RTAC members were given two weeks to provide feedback on the plan. Comments have not yet been incorporated in the attached draft.

The freight rail chapter identified the following:

- Existing and future (10-year) service activity for current and former freight rail served businesses;
- Former rail served lines that could potentially be reactivated;
- Locations for future rail served businesses; and
- Rail demand at the site level based on commodity trends and forecasts
- Current and future bottlenecks
- Considerations of future demand for freight rail

The existing rail infrastructure and the nature of rail served businesses in Solano County suggests that there is capacity to accommodate freight rail growth. The current level of freight service along the Union Pacific Railroad (UPRR) mainline is 15-25 trains daily per day, which is below pre-recession levels of up to 40 freight trains per day. Currently, the number of passenger rail trains (34) along UPRR mainline exceeds freight movements.

There are 17 active and 10 inactive rail-served businesses in Solano County. The majority of inbound/outbound commodities generated by Solano County can be categorized as liquid non-petroleum chemicals, plastic feedstock, beverage manufacturing, and automotive. These commodity trends typically track the health of the overall economy and are expected to increase 2-7% annually over the next 10 years. Rail served businesses appear to be operating at 30-60% of current capacity, suggesting that businesses can endure the maximum projected growth.

The exception to this trend is crude oil by rail. This commodity is growing much faster than any other in the United States. The City of Benicia is currently undergoing an environmental review process for the Valero Crude by Rail project, which proposes to transport up to 70,000 barrels of crude oil in 1-2 trains per day. This Plan will highlight the safety concerns of transporting crude oil rail in the context of national policy discussions regarding public health and safety.

The Plan identifies several factors for potential future sites for rail-served businesses, including local land use/zoning designation, the quantity of traffic the business would generate and type of commodity. As such, four sites have the potential for large-scale freight rail service including the Vallejo Marine Terminal, Fairfield General Plan Areas 6A and 6B, Cordelia (south of Busch plant), and the unincorporated area north of Dixon.

Currently, there are three rail bottleneck areas in Solano County. The most significant delays occur at the Suisun Bay Bridge when the drawbridge needs to be lifted. Although it is outside the county (in Yolo County), speed reductions along the Davis Curve can also cause delays within Solano County. There are no current plans to address the delays at the Suisun Bay Bridge or Davis Curve. Finally, delays around Tolenas Industrial Park will soon be alleviated with the Fairfield station siding project.

Future bottlenecks on the Mare Island Causeway can be anticipated with the reintroduction of freight service on Mare Island, depending on the service frequency. Delays can also be anticipated at Vallejo Marine Terminal since that track route to the Terminal contains several at-grade crossings. Information gleaned in upcoming tasks for this Plan may uncover additional bottlenecks.

The chapter concludes by noting that while local jurisdictions can zone and plan for rail served business, some things are outside local control. For instance, the mode choice and routes for major growth commodities (e.g., crude oil) change frequently. In addition, future negotiations to increase passenger rail service along UPRR would impact freight rail.

Capitol Corridor Update

The potential for additional rail stops along the Capitol Corridor is the next task to be addressed by this Plan. The DRAFT technical memo (Attachment B) describes the current CCJPA criteria for new rail stations and proposes Solano-specific criteria to help guide decision-making and funding for future passenger stations in Solano County.

CCJPA updated its policies for new train stations in 2006, well after the original 1995 Rail Facilities Plan. These policies include minimum station standards for ridership, station platform length, accessibility, passenger amenities, and safety and security, as well as having the support of the UPRR and a funding plan. The memo acknowledges that even if a city's proposal meets CCJPA criteria, CCJPA may require additional measures in order to maintain total travel time, system-wide ridership, on-time performance, etc.

The suggested Solano specific criteria incorporate CCJPA policies and establish requirements to ensure transit connectivity, accessibility, capital and operations/maintenance funding plan to support a new facility, and that the new rail stations are consistent with regional planning and funding requirements.

Fiscal Impact:

None.

Recommendation:

Informational.

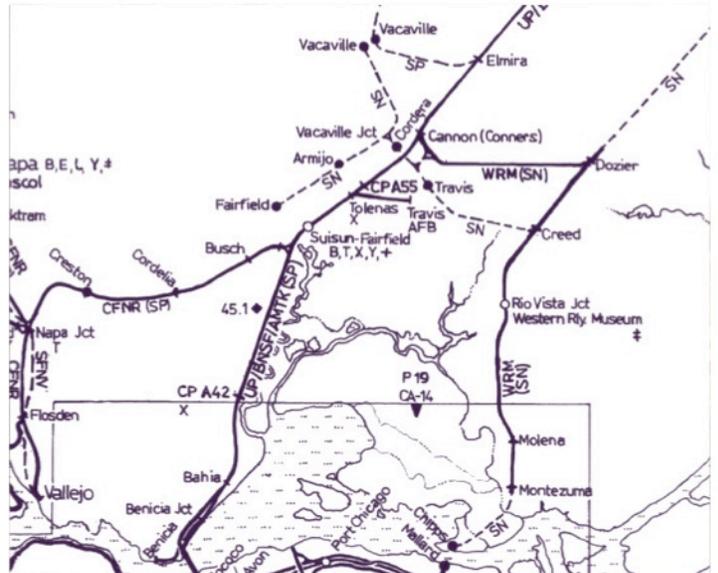
Attachment:

- A. Draft Solano Rail Facilities Plan Update – Task 3 Technical Memorandum: Demand for Freight Rail in Solano
- B. Draft Criteria for New Station Development (To be provided under separate cover.)

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Solano Rail Facilities Plan Update



with



Nancy Whelan Consulting
Hughes Environmental Consultants
Professional Engineering & Survey

May 2014

Task 3 Technical Memorandum:

Demand for Freight Rail in Solano

DRAFT

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Figure 1: Solano County Rail Served Businesses (RSBs) Summary 2014 (listed East-West)

Figure 2 Estimated Current Level Of Regular Freight Service to RSBs

Figure 3 Estimated RSB Facility utilization 2014*

Map A: Solano County Freight Rail Network

Map B: Solano County Freight Rail Served Businesses (RSBs)

Map C: Current levels of Freight Rail Service

Map D: Potential Future Locations For Large Scale Freight Rail

Map E: Current and Potential Freight Rail Network Bottlenecks
(to be updated when passenger tasks are complete)

1 INTRODUCTION

The Solano Rail Facilities Plan Update comprises seven tasks:

Task 1. Budget and Schedule

Task 2. Coordinate with STA and Partnering Agency Staff

Task 3. Demand for Freight Rail

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

Task 5. Rail Infrastructure and Safety (update the 2012 Solano rail crossings study)

Task 6. Napa-Solano Rail Connections (update the 2003 Napa-Solano passenger rail study)

Task 7. Final Solano Rail Facilities Plan Update

This technical memorandum comprises **Task 3**, and is the first of the technical tasks in the Plan Update. Its purpose is to describe the demand for freight rail, to determine whether current facilities are adequate for that demand and any determine the requirements for enhancements or expansion of freight rail capacity in Solano County.

Since the capacity of the core freight rail network is also shared extensively with passenger services in the County, the potential of facility Improvements to meet future demand is not at this stage in the process comprehensive. The future passenger tasks and final plan will include the comprehensive list of improvements. Since there is some overlap with future Task 6 to update the Napa-Solano passenger study, connecting freight rail services to Napa County are also referenced in this document.

The horizon for the freight rail demand task – and for the plan as a whole – is 10 years, i.e. 2024.

Methodology

The methodology employed a multi-step process to determine the potential demand for rail infrastructure facilities:

- **Step 1:** Identify current and future ten-year activity from current freight rail served businesses (RSBs)
- **Step 2:** Identify former RSBs with unused/mothballed freight rail connections that could be reactivated
- **Step 3** Identify locations for future RSB's that are zoned for rail-appropriate industrial uses (manufacturing and rail-served distribution, primarily) either located trackside or with a potential for near connection to the network
- **Step 4:** Overlay the current, former and future RSB level of rail demand at a site level with published industry forecasts for the commodities that currently travel by rail within the County.
- **Step 5:** Compare the demand picture developed in steps 1 through 4 demand with current facility and network capacity and identify major bottlenecks/pinch points within the current and committed rail infrastructure.

It should be noted that for reasons of commercial privacy, the consultant team used industry and current County rail infrastructure knowledge, operator contacts, site visits, and input from individual planning and business interests on future development sites to develop an aggregate picture of capacity across the Solano freight rail network. Individual business site-level data will not be published.

2 CURRENT FREIGHT RAIL NETWORK IN SOLANO COUNTY

There are three freight operators in Solano County (and for the purposes of the plan update, one in Napa County):

Class I:

Union Pacific Railroad

Short line:

California Northern Railroad

Mare Island Rail Service

Napa Valley Railroad

These are summarized on Map A: Solano County Freight Rail Network.

2.1 Class I:

Union Pacific Railroad

Union Pacific Railroad (UP) provides the majority of freight rail service in Solano County, both in terms of traffic volume and miles of rail line. Headquartered in Omaha, Nebraska, UP's rail network extends to 23 states. Construction of today's route through Solano County commenced in the late 1870s by the California Pacific Railroad, was completed by the Central Pacific Railroad, which eventually became part of the Southern Pacific. In 1996, Southern Pacific was merged into the Union Pacific. The UP operates approximately 41 miles of route in Solano County, with most of their main line comprised of two parallel, closely spaced tracks. The UP's route through Solano County provides the most direct access linking the Port of Oakland with eastern destinations.

From the south, UP's route through Solano County begins, at the Solano/Contra Costa county line in the middle of the Carquinez Strait. UP owns and operates the nearly 1-mile long Benicia Railroad Bridge, which includes a lift span to allow vessel traffic to pass. With tracks over 70 feet above the water level, one UP track employs a low-grade route, paralleling I-680, as it descends toward the prevailing ground level north of Benicia Industrial Park (this is the track on the viaduct adjacent to I-680 just north of the Benicia Bridge).

This track is generally used for heavy freight trains destined for Oakland, since it is easier for heavy freight trains to climb the gentler grade. The other track is descends from the bridge much more steeply and also provides access to the Benicia Industrial Park, AmPorts, and Valero refinery. The route extends along the eastern edge of Benicia and serves major industries at the Benicia Industrial Park, AmPorts automotive marine terminal, and the Valero refinery.

From Benicia, the UP route extends northward across the Suisun marshland before reaching Suisun, where the junction with the rail line to Vallejo, Napa, and Sonoma (operated by California Northern Railroad) is located. Several industries are located along the railroad at Suisun City and the western edge Fairfield, with Anheuser Busch (a division of AB InBev) the Sheldon United propane distribution facility and Amcor Plastics. Through Suisun City and Fairfield, there are only four grade crossings: Cordelia Road, Sunset Avenue, East Tabor Avenue, and Peabody Road.

North of Suisun City, near the Peabody Road grade crossing (site of a proposed grade separation and station for the Capitol Corridor Joint Powers Authority (CCJPA)), the UP route passes by the Tolenas Industrial Park, site of 8 current and 2 former rail served businesses.

Just north of Peabody Road, near the Cannon Road crossing, is the junction with the branch line (former Sacramento Northern) owned by the Western Railway Museum (WRM). This line currently has no freight traffic, although WRM runs its own maintenance of-way trains at the more active eastern end of the (south of SR-12).

Continuing towards Sacramento, the railroad extends northeasterly through a predominantly agricultural area, along the south edge of Vacaville, through Elmira, and through Dixon. Beyond Dixon, it crosses Putah Creek on a long, low steel bridge before leaving Solano County and entering Yolo County. Between Vacaville and the Yolo County line, the UP has many rural grade crossings, all equipped with active warning devices and gates.

2.2 Short lines

Short line:

California Northern Railroad

The California Northern Railroad (CFNR) is a shortline based in Napa Junction and owned by the holding company Genesee and Wyoming (G&W), which is headquartered in Jacksonville, Florida. CFNR provides service between Suisun City (the junction with the UP), American Canyon, Lombard (near American Canyon), Napa, and Vallejo. Together, these lines comprise approximately 27 route miles of railroad. CFNR's route from Suisun City includes the Thomasson Tunnel under Cordelia Hill, a bridge over Interstate 80, and a steep grade in both directions through American Canyon, roughly paralleling Highway 12. Historically, the grade through American Canyon was an operating constraint, requiring extra locomotives for anything but short trains. At the western side of American Canyon is a junction - Napa Junction. CFNR also operates railroads between Davis and Tehama and between Tracy and Los Banos.

Napa Junction is the confluence of the route to Suisun City, the route that extends westward to Lombard and Brazos Junction, the interchange with the Northwestern Pacific Railroad (NWP). This is also the junction with the CFNR route northward approximately 7 miles, through the former Napa Pipe factory, and to the interchange with the Napa Valley Railway (operator of the Napa Valley Wine Train) at Rocktram in Napa. CFNR also operates the route between Lombard and Schellville, although CFNR has assigned operating rights to this segment to the NWP; thus, interchange between NWP and CFNR is effected at Lombard.

The line southward from Napa Junction extends through Vallejo across 20 grade crossings and through a residential area, to the former General Mills site, which is proposed for future industrial development. This line also includes the junction with Mare Island Rail Service.

Note that Napa Junction, American Canyon, Lombard, and Napa, as well as the entirety of the territory served by the Northwestern Pacific Railroad and Napa Valley Railway are all outside of Solano County; however, these other railroads have their only connection to the "outside world" via the CFNR and the junction with UP.

Short line:

Mare Island Rail Service

Mare Island Rail Service (MIRS) operates approximately 5 route miles from Vallejo, across the Mare Island Strait on a lift bridge (shared with auto traffic) and on Mare Island itself, on the grounds of the former Navy Base. The former Navy Base trackage on Mare Island is largely located in roadways and features sharp curves to access various spur tracks.

Via agreements with other railroads, UP, CFNR, and MIRS are able to provide service to nearly any rail-served shipper in the US, Canada, or Mexico.

Short line:

Napa Valley Railroad

The Napa Valley Railroad (NVR) operates approximately 19 miles from their interchange with the CFNR along the Napa River (at Rocktram) northward to St. Helena. The southern 2 miles of the railroad extend northward through Napa and under Highway 29. The majority of the railroad is immediately west of Highway 29, though the northernmost 4 mile section (at St. Helena) is along the east side of the Highway. The railroad has many grade crossings – every public and private road that has an intersection along Highway 29 has a grade crossing with the railroad immediately adjacent to the intersection. Note that, while NVR is entirely in Napa County, its rail access to the rest of the nation’s rail network is via the CFNR and UP through Solano County.

Note: Via industry-standard protocols and agreements with other railroads, UP, CFNR, MIRS, and NVR are able to provide service to nearly any rail-served shipper in the US, Canada, or Mexico.

3 RAIL SERVED BUSINESS (RSB) FACILITIES

3.1 How RSBs are typically served

A brief explanation all how these businesses are served will help in understanding of the potential need for new facilities as patterns of demand change over the ten-year period of the plan update.

Unit trains are comprised entirely of goods shipped from a single origin to a single destination. Automobiles, for example, move in unit trains, with the origin being the factory in the Midwest and the destination being the AmPorts facility at Benicia. Unit trains avoid intermediate switching and are thus very efficient, thereby allowing railroads to offer a premium service to customers.

Manifest trains move carload traffic moves in small groups of railcars, generally on the order of 1 to 10 cars at a time, in trains comprised of many different types of railcars. Each railcar or group of railcars within a manifest train may have a different destination. The individual carloads are gathered together in one location (a switching yard) into sufficiently large groups to comprise an entire train. The time required to assemble a train is dependent upon the volume and timing of loaded railcars offered by multiple shippers.

Once a full train of cars is available, it is dispatched to a location – typically another large railyard – on the route to the destination of most of the cars in the train. At that railyard the cars are sorted into smaller groups for local delivery, or for assemblage into another train for forwarding to their final destination. Carload traffic traveling in manifest trains requires more time to reach its destination compared to unit train service.

3.2 Individual RSB Facilities Profiles

The full list of current and recently served (since 2000) former RSBs (from East to West across the County) is shown in Fig. 1.

Map B summarizes current RSB facilities, both active and inactive.

Following the table is a summary profile of each of the major rail served businesses (RSBs) in Solano County, outlining the diversity of enterprises that use rail and the locations where they are concentrated.

Figure 1: Solano County Rail Served Businesses (RSBs) Summary 2014 (listed East-West)

RSB Name	Active/ <i>inactive / future</i>	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity
Tremont Supply Co (Dixon)	✓ active	Solano Co/ Dixon	outbound	ag product
<i>Campbell Soup Supply Co</i>	<i>inactive</i>	<i>Solano Co/ Dixon</i>	outbound	<i>food/bev product</i>
<i>Sucro-Dixon</i>	<i>inactive</i>	<i>Solano Co/ Dixon</i>	outbound	ag product
Tolenas Bus Park Clorox	✓ active	Fairfield	outbound	bulk liquid chemical
Tolenas Bus Park Ball Metal Beverage	✓ active	Fairfield	outbound	bev container
Tolenas Bus Park Macro Plastics	✓ active	Fairfield	outbound	plastic raw materials
Tolenas Bus Park Goodyear	✓ active	Fairfield	outbound	rubber product materials
Tolenas Bus Park Nexeo Solutions	✓ active	Fairfield	outbound	bulk liquid chemical
Tolenas Bus Park Sunpol Resins	✓ active	Fairfield	outbound	bulk liquid chemical
Tolenas Bus Park Compu-Tech Lumber	✓ active	Fairfield	inbound	dim lumber
Tolenas Bus Park Frank-Lin Distillers	✓ active	Fairfield	inbound	beverage product
<i>Tolenas Bus Park Rexam</i>	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>bev container</i>
Travis AFB	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>avgas/DOD</i>
Anheuser Busch	✓ active	Fairfield	inbound	beverage production
Sheldon United Terminal	✓ active	Fairfield	inbound	propane
<i>Amtcor Rigid Plastics</i>	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>plastic raw materials</i>
<i>Jensen Precast Building Systems (fmr Fibrebond)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (North bay Auto Auction)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (White Cap Construction Supply)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (fmr. Glass Pak)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (Dependable Plastics)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
Valero Benicia	✓ active	Benicia	inbound	refined petroleum
Benicia Ind Park Terminal Biagi Bros	✓ active	Benicia	inbound	beverage product
Benicia Ind Park Coca-Cola Enterprises Inc.	✓ active	Benicia	inbound	beverage product
AmPORTS Auto rack	✓ active	Benicia	inbound	finished autos
AmPORTS Benicia Port Terminal	✓ active	Benicia	inbound	petroleum feedstocks
Vallejo Mare Island Terminal	✓ active	Vallejo	inbound	railcars

Benicia: Valero Refining

Valero is one of the largest industries in Solano County and also one of the largest users of rail service. Some feedstock and some refined products are transported to and from the refinery by rail, mostly in railroad tank cars, on a daily basis. Note that the vast majority of the feedstock is crude oil. Ships that dock at a dedicated wharf in at Benicia currently transport this crude. The tracks accessing Valero are well off the main line, providing the opportunity for switching service uninterrupted by main line trains. Valero has a proposal to shift its crude oil traffic volume to rail: this is considered in more detail in section 5 below.



Image: Google 2014

Benicia: AmPorts

AmPorts is the operating entity for the automobile terminal at Benicia. This facility consists of dock space, vehicle inspection and preparation areas, vehicle storage space, and areas for loading vehicles onto railcars. AmPorts is the distribution hub for Ford and Chrysler vehicles, and is also the receiving port for imported Toyota vehicles. Domestic automobiles arrive by railcar and are generally transported to Northern California by truck. Imported vehicles are received from ships and transported to inland destinations by truck (for Northern California destinations) or railcar (for destinations throughout the western US).

The level of rail service to the AmPorts facility is dictated by the demand for automobiles and, in the case of autos handled by both ship and rail, also by ship schedules. Benicia competes with other West Coast locations for automobile imports, and volumes can rise and fall based on contract status. Benicia is, for example, currently the beneficiary of imports that have been switched from the Port of Richmond, lifting current automobile volumes 20% over the past three years. However, when shipped by rail, automobiles are always moved in unit trains consisting exclusively of auto carrier cars. Like Valero, the tracks serving AmPorts are located well away from the main line, providing the opportunity for switching service uninterrupted by main line trains.

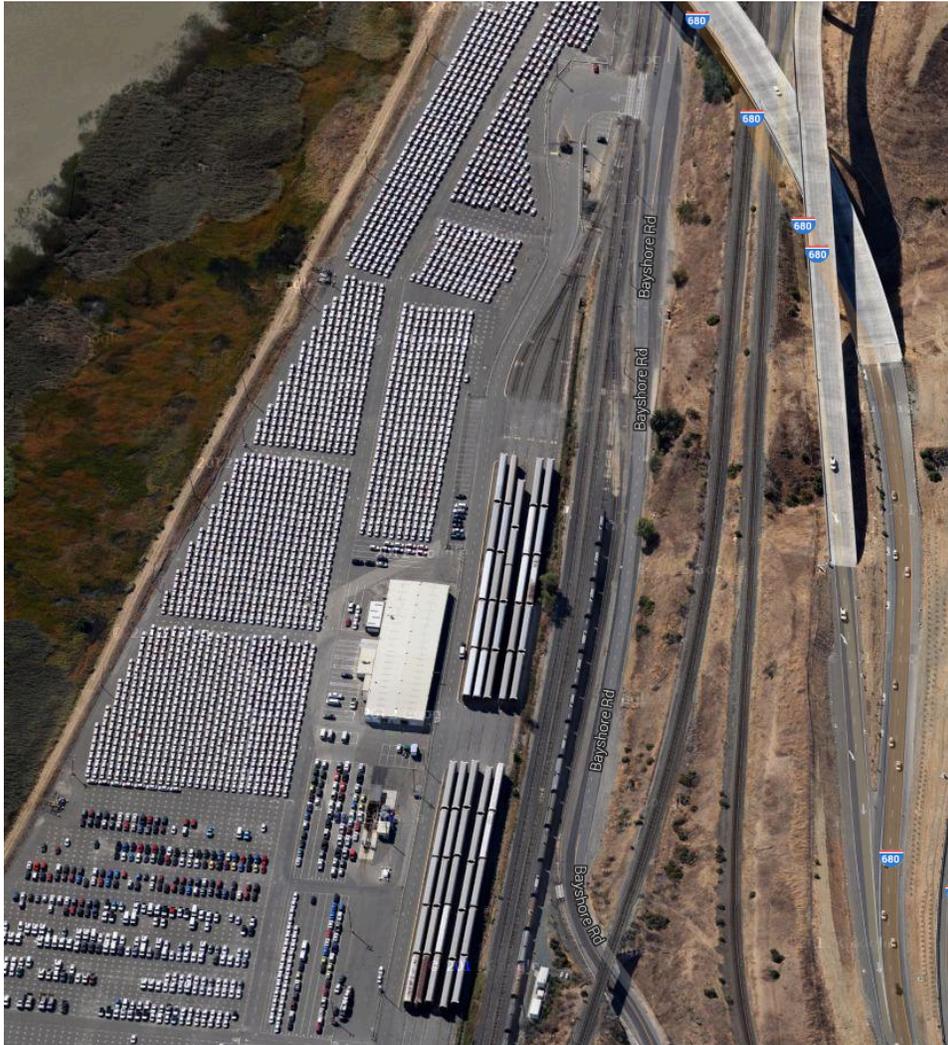


Image: Google 2014

Benicia Industrial Park

Benicia Industrial Park caters for distribution and transloading needs for several firms, mainly in beverage/bottling sector. Biagi Brothers is a trucking and transload firm located in the Benicia Industrial Park. They receive beer and wine deliveries from Mexico via railcar and transload those goods into trucks for delivery to regional distribution centers or wholesale or retailer warehouses. Railcar deliveries to Biagi Brothers are in boxcars, with frequent service to their location. Biagi Brothers is located well away from the main line, and thus can be switched uninterrupted.

Other occasional customers at the industrial park include Bruni Glass packaging, one of the larger suppliers of glass for the Northern California wineries, and Coca-Cola bottling. Many more warehouse facilities in the industrial park have rail connection but the needs of customers change with turnover in tenancy.

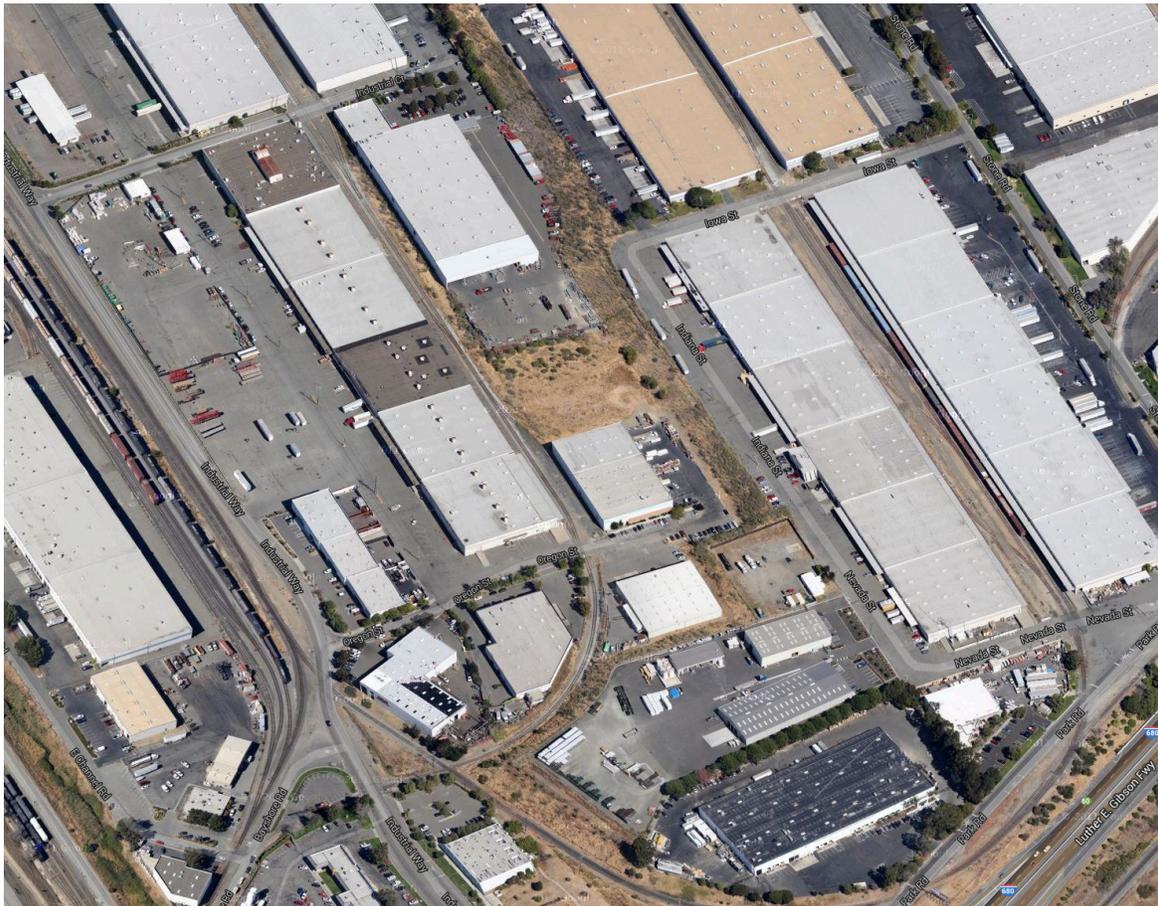


Image: Google 2014

Fairfield: Anheuser Busch

Anheuser Busch is a major shipper and receiver of goods by rail. Inbound traffic includes grains for brewing in covered hopper cars and packaging (i.e., bottles, cans, or kegs), generally in boxcars. Outbound traffic is primarily boxcar loads of beer. Traffic is handled in manifest trains. Even though they are close to the Union Pacific main line at Suisun City, the California Northern Railroad serves Anheuser Busch daily.



Image: Google 2014

Fairfield: Sheldon United

The Sheldon United terminal is a propane distributor. They receive tank cars of propane, which is then distributed via local delivery trucks throughout the region. These tank cars arrive in carload lots. There is no outbound traffic. Like Anheuser Busch, California Northern serves Sheldon Oil.

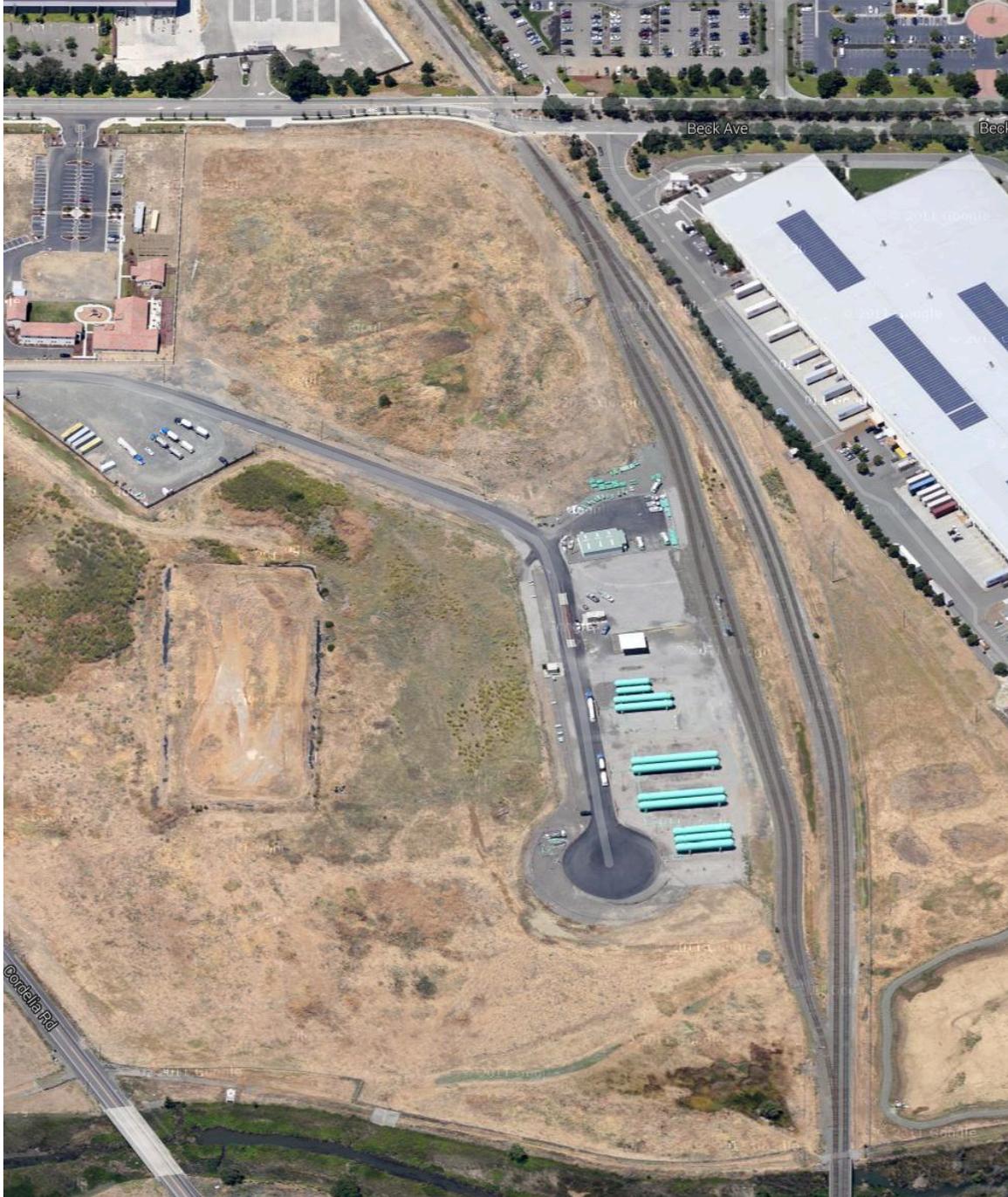


Image: Google 2014

Fairfield: Tolenas Industrial Park

Tolenas Industrial Park is a group of industries on the north side of Fairfield located along a switching track adjacent to the Union Pacific main line. By having a separate switching track, many of the rail switching activities in the industrial park present less interruption to main line operation (and the switching operations themselves are interrupted less frequently by main line traffic). All rail traffic at the Tolenas Industrial Park is carload rather than unit train.

Rail-served industries at Tolenas include:

- Clorox, which receives inbound cars of raw materials;
- Ball Corporation, which receives inbound raw materials;
- Macro Plastics, which receives plastic pellets in covered hopper cars;
- Ashland Distribution Company, which receives raw materials in tank cars and distributes specialty chemicals;
- Frank-Lin Distillers
- Goodyear Tire, which receives raw materials in covered hopper cars, and
- Compu-Tech Lumber, which has received lumber products via flatcar.

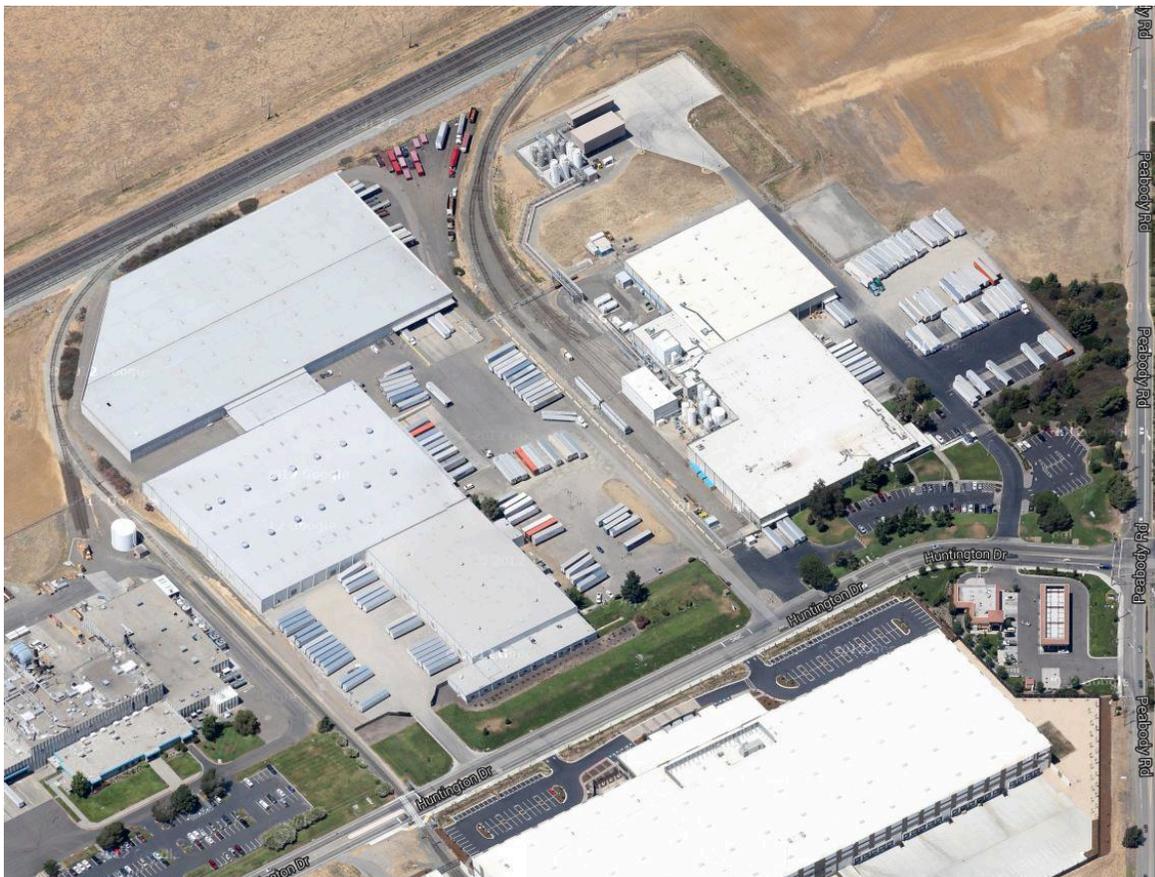




Image: Google 2014

Dixon: Campbell's Soup / Dixon Canning

Campbell's Soup has shipped carloads of tomato paste via boxcar in the last few years, though it is believed they have not shipped via rail recently. Campbell's Soup is located directly on the main line, meaning that any switching at this location has to compete with main line traffic.



Image: Google 2014

Dixon: Tremont Seed

Tremont Seed receives carloads of inbound raw materials which are used to manufacture fertilizer products for the agricultural industry. Like Campbell's Soup, Tremont Seed is located directly on the main line, meaning that any switching at this location has to compete with main line traffic.



Image: Google 2014

4 CURRENT FREIGHT RAIL ACTIVITY IN SOLANO

A summary of the current levels of scheduled freight service can be found in Map C.

Since scheduled and unscheduled moves vary on a week-to-week basis and some commodities (e.g. propane) have some seasonality, these are currently expressed in a range. Local network moves by shortline operators are current estimates. Updated data from California Northern will also be included in the final document.

4.1 Class I:

Union Pacific Railroad

Union Pacific is the main freight carrier in Solano County. They operate *approximately* 15-25 trains per day on their double-track main line extending from the Contra Costa County line, in the middle of the Carquinez Straight near Benicia, to the Yolo County line near Davis. Most freight trains are through trains, operating to (or from) the Port of Oakland as unit trains of containers.

While the majority of freight to and from Oakland is containerized, there are several manifest trains carrying all types of traffic to or from the Oakland area, as well. There are manifest trains stopping in Solano County to interchange (the railroad term for exchanging cars with connecting railroads) cars with the California Northern and to pick-up or drop off cars at Benicia Industrial Park.

Note that the freight activity on the UP main line is in addition to the 4 Amtrak long distance trains and 30 Capitol Corridor trains currently operating through Solano County. In addition, on selected dates in the winter an excursion train operates between Oakland and Reno.

4.2 Short lines

California Northern Railroad

California Northern railroad (CFNR) serves a host of industries west of Fairfield, including connections with other carriers: the Northwestern Pacific Railroad, Mare Island Rail Service, and the Napa Valley Railroad. In addition, CFNR serves a host of industries in Fairfield, Lombard, and Napa.

CFNR operates daily switching engines at Fairfield, and offers service three to five days per week to Napa Junction, Lombard, Napa, and to connecting carriers. CFNR interchanges cars almost daily in a manifest train with Union Pacific Railroad; UP receives from the originating shippers or forwards them to their destinations.

Mare Island Rail Service: Alstom

While not a major shipper, Alstom is one of the few customers on Mare Island. Alstom repairs passenger railcars, chiefly the fleet of double-deck cars for the Capitol Corridor and San Joaquin services. Alstom receives cars one at a time for overhaul, with the schedule highly dependent upon the passenger providers' equipment rotations. Service is infrequent, with cars arriving or departing at the rate of a few per month (at most). They are served by Mare Island Rail Service, which connects to California Northern in Vallejo, which in turn connects with Union Pacific, which provides access to the Amtrak maintenance and storage yard in Oakland.

Northwestern Pacific Railroad

Northwestern Pacific Railroad (NWP) handles grain and lumber traffic as far north as Windsor in Sonoma County. NWP also currently handles some construction materials for the Sonoma-Marin Area

Rail Transit (SMART) project. They rely on the California Northern to handle traffic between Lombard (near Napa Junction) and the Union Pacific at Suisun. Current traffic is a few manifest trains per month.

Napa Valley Railroad

The Napa Valley Railroad handles very little freight traffic. The vast majority of their traffic is oriented towards the tourist market in the Napa Valley. While passenger service is operated on a daily basis, only a few, if any, freight cars are handled each year. Any freight traffic to or from the Napa Valley Railroad would pass through Solano County on the Union Pacific and California Northern railroads.

Figure 2 summarizes the estimated current level of regular freight service to the RSBs.

Figure 2 Estimated Current Level Of Regular Freight Service to RSBs

RSB Name	Active/ inactive/ future	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity	Typical Annual Rail Delivery Frequency
Tremont Supply Co (Dixon)	✓ active	Solano Co/ Dixon	outbound	ag product	24
Tolenas Bus Park Clorox	✓ active	Fairfield	outbound	bulk liquid chemical	150
Tolenas Bus Park Ball Metal Beverage	✓ active	Fairfield	outbound	bev container	100
Tolenas Bus Park Macro Plastics	✓ active	Fairfield	outbound	plastic raw materials	100
Tolenas Bus Park Goodyear	✓ active	Fairfield	outbound	rubber product materials	100
Tolenas Bus Park Nexeo Solutions	✓ active	Fairfield	outbound	bulk liquid chemical	100
Tolenas Bus Park Sunpol Resins	✓ active	Fairfield	outbound	bulk liquid chemical	100
Tolenas Bus Park Compu-Tech Lumber	✓ active	Fairfield	inbound	dim lumber	50
Tolenas Bus Park Frank-Lin Distillers	✓ active	Fairfield	inbound	beverage product	100
Anheuser Busch	✓ active	Fairfield	inbound	beverage production supply	300
Sheldon United Terminal	✓ active	Fairfield	inbound	propane	240
Valero Benicia	✓ active	Benicia	inbound	refined petroleum products	400
Benicia Ind Park Terminal Biagi Bros	✓ active	Benicia	inbound	beverage product	100
Benicia Ind Park Coca-Cola Enterprises Inc.	✓ active	Benicia	inbound	beverage product	100
AmPORTS Auto rack	✓ active	Benicia	inbound	finished autos	300
AmPORTS Benicia Port Terminal	✓ active	Benicia	inbound	petroleum feedstocks	200
Vallejo Mare Island Terminal	✓ active	Vallejo	inbound	railcars	12

(Note these have been aggregated up from daily/weekly/several times per week service to produce annual totals).

5 FUTURE DEMAND FOR RAIL SERVICE

5.1 Key Rail Commodities in Solano and Trends

5.1.1 Existing RSBs

There are five primary groups of rail commodities in Solano County. For the purposes of planning the need for rail facilities, these can be grouped into two categories, each of which has very different trajectories for growth in the ten-year period of the plan:

A) Solano rail commodities that closely track growth in the overall domestic economy:

- Beverage container manufacturing (primarily plastics)
- Liquid bulk chemicals (non-crude)
- Beverage production supplies
- Construction supplies

B) Solano rail commodities that will track the shift in domestic oil refining sources:

- Crude Oil by Rail (CBR)

Solano rail commodities that closely track growth in the overall domestic economy:

The first group has industry forecasts that show growth in the 2 - 4% annual range over the plan period*. Of course, actual requirements for supply of product to RSBs in Solano County are highly individual to each location, but these will serve as a guideline for the order of magnitude range of growth anticipated.

Even within the upper end of the range for all of these products (or even beyond if volumes work to double over the decade), the level of demand for these commodities is likely to remain within the scale current level of service provided through current facilities – i.e. carload rather than new trainload-level demand.

This is because current RSB sites in Solano, from 2014 data**, appear to be operating between 30 and 60% of current capacity, some considerably lower.

Crude Oil by Rail (CBR)

There has been a widely publicized growth in demand for crude oil by rail (CBR), reflecting a replacement by domestic supply all formerly imported crude oil. Currently (as of 5/2014) there is no CBR being transported within the County*.

The rates of growth in CBR vary widely across the country based on the source of domestic crude, refining needs and frequent fluctuations in prices – all of these factors will have a bearing on the level of demand for CBR locally.

Commodity growth trends are less relevant to the Solano picture for this commodity than the stated intent by the sole destination for CBR, the Valero refinery in Benicia. Valero has indicated that rail deliveries of Canadian crude would offset the more costly crude that currently arrives at these refineries via marine vessel from Alaska and overseas sources. All of the proposed CBR is understood to be originating in Canada**.

Valero is planning an expansion to receive crude feedstock by rail. Currently, an Environmental Impact Report is being prepared pursuant to the California Environmental Quality Act (CEQA). Based on information in the EIR project description, it appears that Valero is considering accepting as much 70,000 barrels a day by rail (approximately 50-100 additional cars) which can be accommodated on two 50-car trains (sized to the terminal facilities or less likely, one 100 car train per day of crude oil).

The rail routing into the plant has yet to be determined: if coming north across the Benicia Railroad Bridge, the daily train would make less than one mile of its trip within the County. If coming west from the Davis direction via Roseville, the train would make a 40-mile transit of the County to the refinery, through Dixon, Vacaville, Fairfield, Suisun and Benicia.

Note:

For commercial confidentiality and practical reasons, the final Solano Rail Facilities Plan Update will not include specific carload counts or operational patterns to specific customers. Both are considered proprietary information, can change at short notice and are subject to the vagaries of the shipper's respective industries.

5.1.2 Former Rail Served Business (RSBs)

The major former rail-served businesses in Solano County include:

Mare Island

The Navy's presence at Mare Island was the main generator of the types of freight traffic that would employ rail service – heavy, bulk items traveling long distances. For the Navy, this traffic comprised raw and fabricated steel products. The potential for a large rail shipper on the Island is dependent upon a large manufacturing facility locating there. The remaining traffic would be occasional scrap metal from ship breaking operations. There have been discussions of establishing an industrial park or bulk handling facility on the north side of the island.



Travis Air Force Base

Travis Air Force Base is a major facility for the USAF Air Mobility Command and had a rail connection for bulk items on the side western side of the base, crossing at Walters Rd., but the connection with the Union Pacific was severed at least 7 years ago. Travis currently serves as a base for cargo and military passenger aircraft, and has the largest throughput of both in the United States.

Equipment that could be handled by rail for air deployment is typically staged at an Army base located near an air base (rather than loaded on trains for transport to an air base and subsequent loading on planes). Although bulk liquids (aviation fuel, for example) is often well suited to rail in its volume, weight and length of rail haul characteristics, the type of military equipment handled by rail (tanks, munitions) is not typically conducive to air transport unless a rapid deployment situation is necessary.

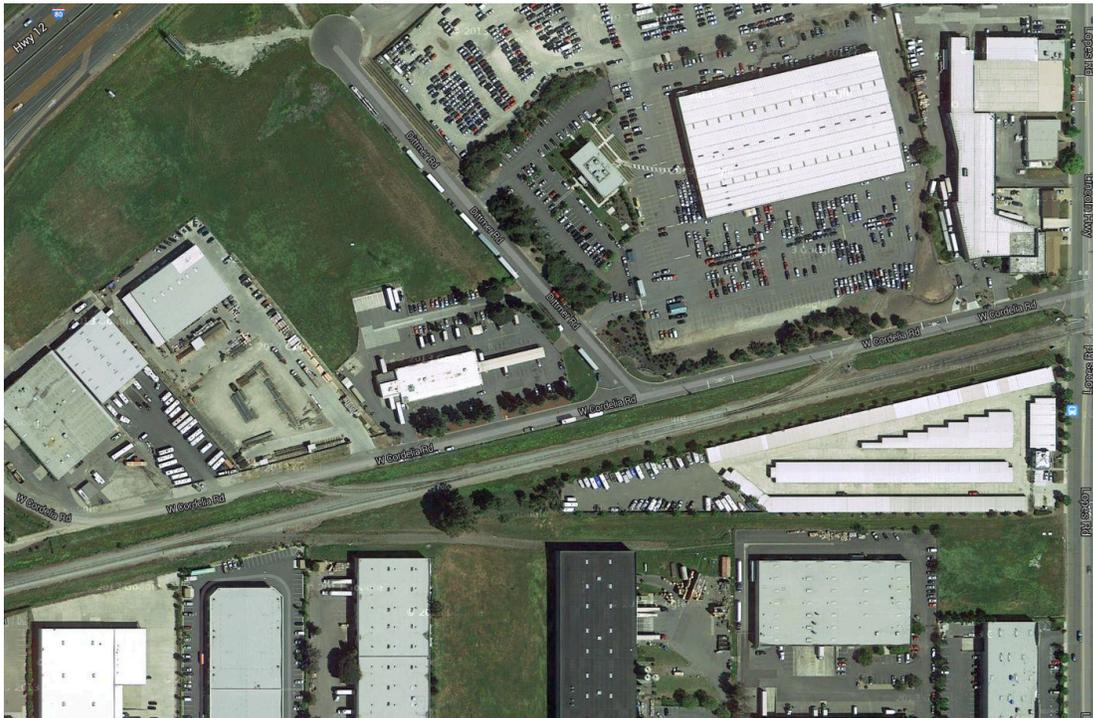
Several decades ago, additional rail service to the base was made via the former Sacramento Northern route (note on by the Western Railway Museum, as described in this report), crossing the North Gate road, which still has a live connection to the UP main line. The consultant is in ongoing discussions with Travis AFB staff to confirm the potential for future cargo by rail potential and for reactivating the former rail connection.

Cordelia former RSBs

There are four former RSB locations in south Cordelia, all of which have private sidings intact on both sides of W. Cordelia Rd., but which have changed activity/ownership since they were served by rail:

- North Bay Auto Auction
- White Cap Construction Supply
- Glass Pak (former)
- Dependable Plastics

It is some years since these were rail-served, and not considered very likely, given their current activity profiles, to be returning RSBs.



General Mills (Vallejo Marine Terminal)

The General Mills flour mill at Vallejo was a major receiver of grain products. It has since closed and some of the facilities and equipment demolished or auctioned-off. Orcem has proposed repurposing the site for receiving raw cement admixture material by ship, processing it, and shipping it out by rail to cement makers. Depending upon demand of the product, this could generate substantial rail traffic. The proposal currently in the environmental review process envisages up to 8,200 carloads annually. This would equate to at least twice weekly service, a substantial boost to the viability of this segment of the local rail network, but still within the overall level of traffic which the line has accommodated in past decades.



Napa Pipe

While not technically in Solano County, the Napa Pipe plant was a major rail shipper. Some inbound steel arrived by rail, and significant outbound pipe departed – often in unit trains as frequently as weekly. Several of the main structures at Napa Pipe have been demolished, and there is little opportunity for this facility to manufacture steel pipe, though it could conceivably be re-purposed.

5.1.3 Potential New Rail Served Business (RSB) Sites

Factors in identifying future RSB sites:

Although much of Solano County has suitable frontage to the UP mainline, in practice there are three major considerations which factor into identifying future RSBs: serve

Land Use/Zoning Designation

Given the rural nature of large parts of the County, there are many other potential sites that could be suitable for rail served businesses. Flat sites with extensive frontage along railroad tracks and access to roadways and utilities are the main candidates. However, land use regulations and development policies are a major factor in determining whether these sites are ultimately suitable for rail served businesses. With this in mind, only sites that are currently or soon to be designated for rail-served industrial use have been included in this assessment.

Rail Traffic Thresholds Service Providers

Another major factor in determining whether a site is suitable for a rail served business is the quantity of traffic it would generate for the serving railroad. Generally, businesses located along a busy mainline (such as UP's main line) would need to generate dozens or hundreds of carloads – the equivalent of several unit trains – each month in order for the economics of establishing a new rail connection to be viable (the economics are often related to the engineering parameters of the connection to the main line).

Conversely, shortlines (such as California Northern or Mare Island Rail Service) are able to cost-effectively serve much smaller enterprises, though the minimum shipping volume is often still on the order of a few cars per week or per month in order to justify a new service. Several of the current RSBs served by CFNR are currently at the lower end of this threshold.

Typical Rail-suited Commodities

Examples of typical industries that can be effectively served by rail (if located in close enough proximity to a rail line) and could be candidates for Solano County include grain storage and distribution facilities, fertilizer distribution facilities, cement distribution facilities, petroleum or ethanol products facilities, plastics manufacturing facilities, and manufacturing facilities that require high volumes of inbound raw materials.

There are therefore four potential future locations for large scale freight rail service that have been included in the plan assessments to date, shown on Map C:

1) Vallejo Marine Terminal (Orcem)

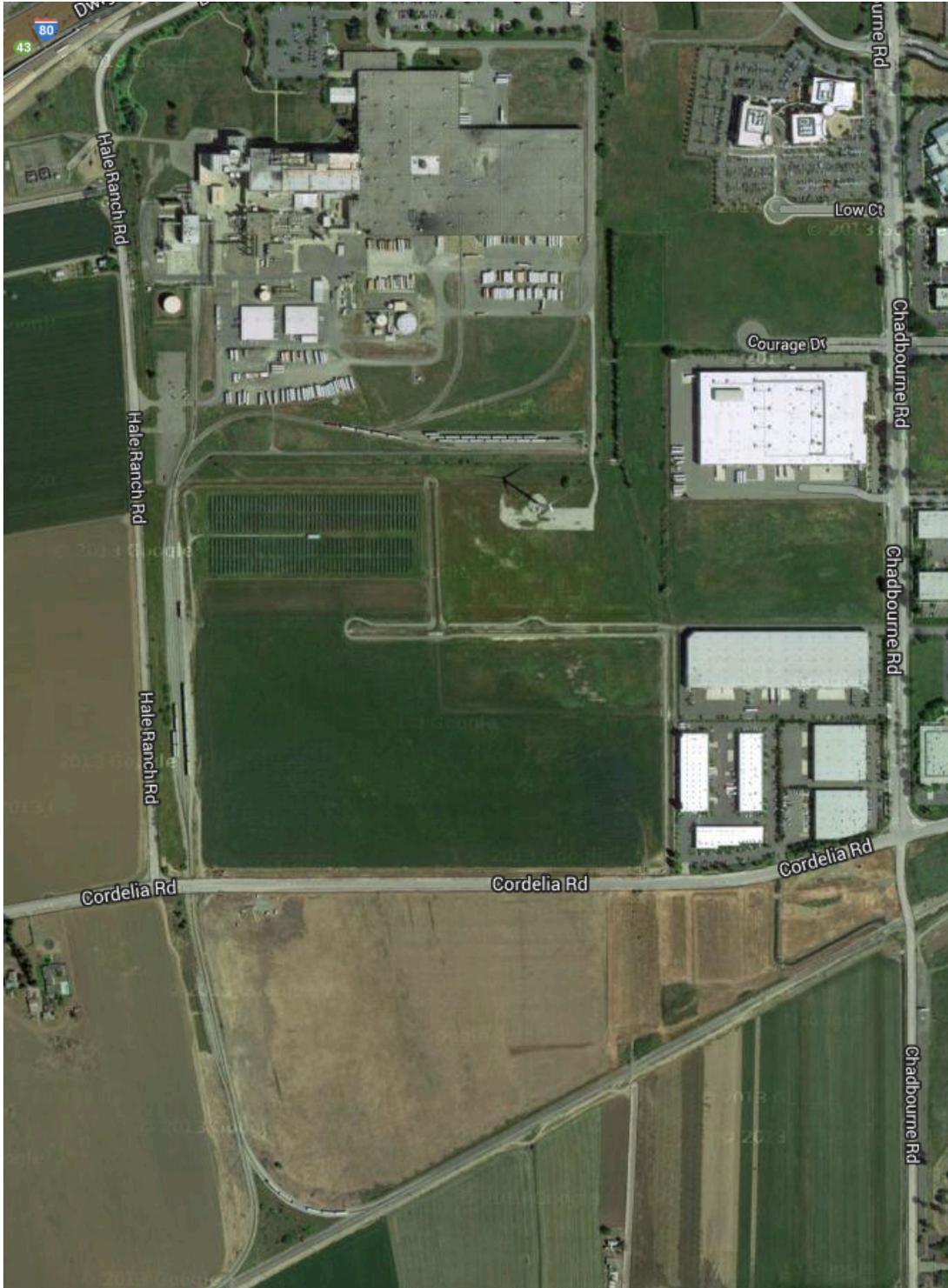
As mentioned, the proposed Orcem Vallejo Marine Terminal facility could be the most well advanced significant new rail served business in Solano County, generating potentially 8,000+ annual railcars outbound (inbound materials would arrive by ship). The project is commencing the environmental review process.

2) Fairfield General Plan Areas 6 A and 6B

Some 300 acres of potential rail-served industrial use have been designated in the updated Fairfield General Plan and Fairfield-Vacaville Station Specific Plan, identified as Plan Areas 6 A and 6B. Both are likely suitable for the small number of larger rail users – either manufacturing are rail-linked distribution facilities.

3) Cordelia Road, Fairfield (adjacent Busch)

The 43-acre “Buzz Oates Development” site at the Cordelia Road/Hale Ranch Road intersection adjacent to the southern boundary of the Busch plant and the California Northern line has been identified, with the potential for direct access from the Bush spur.



4) Dixon-Unincorporated County

There may be additional sites that could be suitable for rail served businesses, assuming land use patterns supported industrial uses. Solano Economic Development Commission (EDC) has considered the potential for a 700-acre area (currently used for agriculture) northeast of Dixon being zoned to support agricultural-related industries. In order for this site to be conducive to rail-served businesses, track connections and configurations would need to be identified, based on likely interest from manufacturing or distribution operators. As yet these are speculative.

6 FREIGHT CAPACITY BOTTLENECKS AND NEEDS

6.1 Current Bottlenecks

Freight bottlenecks often occur at locations where trains slow down due to curves or grades. There are none of these in Solano County. The steepest grade is in American Canyon, on the California Northern line. However, since that railroad typically only handles short trains and speed is not a key factor, it does not represent a major bottleneck. The descent from the Suisun Bay Bridge is very short and is normally only used for “downhill” trains, with “uphill” trains employing the other track which has a much gentler grade which has much less effect on train movement.

However, the low-grade track does feature several curves and a trestle that limits speeds for the fastest trains (including passenger trains).

Suisun Bay Bridge

The bridge itself can be an operational bottleneck when ship traffic requires that the moveable span be lifted. Since ship traffic has the right-of-way, trains may have to wait until vessel traffic has passed. (At this location, a sophisticated signal system prevents trains from approaching the bridge when it is in its open position.) Typically the duration of the open lift span is 10-15 minutes for a ship passing which, given the volumes of freight and passenger traffic, can have an impact on the fluidity and reliability of rail movements across both sides of the bridge.

Tolenas Industrial Park

The industrial park’s switching activity is another bottleneck . Due to the current track configuration, some of that switching may affect main line operations. However, it is the consultant’s understanding that the proposed improvements associated with the new Fairfield-Vacaville train station will alleviate many, if not all, of the remaining issues by lengthening the switching tracks. This will provide space for entire trains switching in the Industrial Park to exit the main line.

Suisun Junction

To the extent that some switching may occur on the main line, the junction at Suisun with the California Northern can also be a bottleneck. This could be alleviated by providing more storage space for trains to exit the main line, or possibly by providing more space for switching along the California Northern route.

This ability of trains to completely exit the main line while switching is a benefit for rail served businesses, present and future, located along the Union Pacific. When the engineering conditions are such that a train can completely exit the main line, through freight and passenger trains can pass uninterrupted.

Davis Station Curve

Although just outside Solano County, the curve at Davis train station is also a bottleneck for freight trains, since they slow down while traversing the curve. However, eliminating the bottleneck would likely require re-routing freight traffic around Davis on a new alignment (possibly extending into Solano County), and would likely be uneconomical.

6.2 Future Bottlenecks (10-year outlook)

Suisun Marsh

Because Union Pacific's route through Solano County is relatively flat and has few curves, there may be areas which are candidates for higher passenger train speeds. Since the Suisun Marsh is a very long section with no stations and a single, very broad curve, there may be a time in the future when this becomes a candidate section for faster passenger train speeds. To allow passenger trains to overtake slower passenger or freight trains, an additional track may be necessary. Although, in many areas of the County this would present few significant challenges, the environmental sensitivity of the Suisun Marsh could pose permitting problems that may ultimately constrain capacity.

Suisun Bay Bridge

The Suisun Bay Bridge (as discussed previously) will likely also continue to be a bottleneck into the future. Resolving the boat traffic issue may necessitate a higher bridge, which would come at great expense.

Vallejo Marine Terminal

The proposed bulk import facility at Vallejo Marine Terminal may also be subject to bottlenecks, since the route to the Terminal passes through a residential area with many grade crossings. Unit trains operating slowly through this area could cause intermittent roadway traffic congestion as they pass or are switched. However, this would likely not be a major issue for roadway traffic unless rail freight traffic was frequent. These unit trains could also encounter slow operation through American Canyon due to the steep grade; however, since there is no rail congestion in this area, a single slow freight train would not affect grade crossings or other rail traffic.

Mare Island Causeway

Another potential bottleneck is the Mare Island Causeway lift bridge crossing the Mare Island Strait. The loading capacity of this structure is not known, and it could present challenges if frequent, heavy loads were operated. The trackage shared with roadway traffic on the bridge as well as on the streets of Mare Island could also create conflicts between trains and motorists. This would likely not be a problem if train operations are infrequent, but if more frequent operations or longer trains were considered this could pose a challenge.

This is not a definitive list of all current future bottlenecks: these will be assessed further in the passenger elements of the Plan Update.

Map F provides an overview of these current and potential freight rail network bottlenecks, and will be updated when passenger tasks are complete).

6.3 Initial Conclusions: Key Freight Rail Capacity Enhancement Needs

Our Initial conclusions are organized within the three major levels of the Solano County freight rail network. They are focused on the freight rail capacity enhancement needs which have emerged from the foregoing analysis and the team's industry experience, both locally in these rail corridors and nationally. These may be modified or augmented when the overlay of passenger service needs is conducted in subsequent tasks of the Plan Update. These should therefore at this stage be regarded as very preliminary conclusions.

6.3.1 The Current Mainline Network:

Infrastructure was built for service levels considerably above current demand – in the pre-2009 Great Recession era, this Subdivision of the mainline was carrying as many as 40 freight trains a day. Presently the range current level of freight service is typically 15-25 freight trains per day through Solano. In reality, regular scheduled passenger services currently *exceed* the number of scheduled freight moves through Solano County, meaning that, at least during daytime, passenger services actually predominate on the mainline.

Looking ahead 10 years in Solano, there are many unknowns, which include:

- The growth trends and choices by the Class I's of routing of port-generated /Northern California intermodal traffic
- Frequently changing origin locations and mode choices for major growth commodities (especially petrochemicals/CBR)
- Any future renegotiations to add passenger slots on the mainline above the current CCJPA agreement

Many of these passenger-freight mainline 10-year capacity considerations are items to be considered in subsequent tasks, but for the purposes of this Task 3 assessment, the following appears possible:

- Freight train numbers may have not recovered to pre-recession levels, and it is unclear when or even if they will within the 10-year horizon.
- Depending shippers' schedule needs, there are potentially slots available for *all* of the anticipated major growth on mainline-served freight demand in Solano i.e.
 - A daily full CBR train serving Valero
 - Several Busch-scale production facilities in the three potential Fairfield sites (unlikely even to total a daily trainload)
 - Several large production facilities in to be designated the unincorporated County east of Dixon

A single medium-sized plant generating say a dozen cars a week would unlikely sustain the costs of a new mainline connection. A plant or group of facilities receiving a dozen cars per day (or perhaps a train every few days) may sustain the costs of such a connection.

However, the establishment of major customers served directly from the mainline at any of these three designated areas might be handled on existing infrastructure *if* the switching operations were configured properly, with extended sidings to remove all local rail traffic from the mainline, as is being developed for Tolenas as part of the Fairfield-Vacaville station project.

6.3.2 Short-Line Facilities:

California Northern currently interchanges around 24,000 cars annually* with UP: this is less than half of the level of the mid-1990s 2000's and reflects that:

The shortline business base in Northern California has been contracting, (even before the Great Recession) and the business market for carload rail is a challenging one: with a few exceptions, shippers' traffic needs have decreased, not increased

- even with a 10 year look ahead, based on known development sites (North Mare Island and the Orcem Vallejo Marine Terminal project, which is forecasting 30,000 annual carloads), may yield traffic levels restored to below where they were when the Navy was operating at Mare Island and General Mills had regular service to Vallejo. The VMT project could however reactivate and secure the future of freight rail infrastructure that could otherwise be vulnerable to closure.
- Several customers have been lost to rail, e.g. all of the Cordelia area customers together with Napa Pipe and former sugar beet growers in northeast Solano County. They have mostly changed ownership, or through lack of overall competitiveness in their respective industries, the rail-linked sites have abandoned manufacturing/distribution and are unlikely to return to rail.

6.3.3 RSB Facilities:

Our review of current capacity of the RSB-level and utilization based on multiple 2014 local observation/site visits shows the current utilization of private sidings is generally in the 30- 60% range). The former RSBs identified in this document who become rail shippers again are unlikely to generate a need for major rail infrastructure facilities investment beyond their own sites, since shortline and mainline capacity appears adequate to absorb all of their former traffic.

Figure 3 Estimated RSB Facility utilization 2014*

RSB Name	Active/ inactive/ future	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity	Est. RSB Facility utilization 2014
Tremont Supply Co (Dixon)	✓ active	Solano Co/ Dixon	outbound	ag product	50%
Tolenas Bus Park Clorox	✓ active	Fairfield	outbound	bulk liquid chemical	60%
Tolenas Bus Park Ball Metal Beverage	✓ active	Fairfield	outbound	bev container	40%
Tolenas Bus Park Macro Plastics	✓ active	Fairfield	outbound	plastic raw materials	40%
Tolenas Bus Park Goodyear	✓ active	Fairfield	outbound	rubber product materials	50%
Tolenas Bus Park Nexeo Solutions	✓ active	Fairfield	outbound	bulk liquid chemical	40%
Tolenas Bus Park Sunpol Resins	✓ active	Fairfield	outbound	bulk liquid chemical	60%
Tolenas Bus Park Compu-Tech Lumber	✓ active	Fairfield	inbound	dim lumber	20%
Tolenas Bus Park Frank-Lin Distillers	✓ active	Fairfield	inbound	beverage product	60%
Anheuser Busch	✓ active	Fairfield	inbound	beverage production supply	60%
Sheldon United Terminal	✓ active	Fairfield	inbound	propane	70%
Valero Benicia	✓ active	Benicia	inbound	refined petroleum products	70%
Benicia Ind Park Terminal Biagi Bros	✓ active	Benicia	inbound	beverage product	50%
Benicia Ind Park Coca-Cola Enterprises Inc.	✓ active	Benicia	inbound	beverage product	30%
AmPORTS Auto rack	✓ active	Benicia	inbound	finished autos	70%
AmPORTS Benicia Port Terminal	✓ active	Benicia	inbound	petroleum feedstocks	70%
Vallejo Mare Island Terminal	✓ active	Vallejo	inbound	railcars	10%

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7 APPENDIX: COMMUNITY IMPACTS SUMMARY (in progress)

When additional data is available from potential RSBs returning to rail and future RSB site development assumptions are agreed, a 10 year growth in traffic on the rail network in Solano will be broken out by the seven individual jurisdictions:

- Unincorporated Solano County
- City of Vallejo (including Mare Island)
- City of Benicia
- City of Fairfield
- Suisun City
- City of Vacaville
- City of Dixon

to create a community impacts summary, covering three indicators:

1. Change in estimated railcar volumes within each jurisdiction (expressed as a range)

2. Change in overall train movements within each jurisdiction (expressed as a range)

(The second indicator will be completed in analysis of the subsequent task next updating the 2012 rail safety/grade crossings inventory, scheduled for).

3. A measure of the truck equivalent movements that the 10-year incremental growth in rail traffic would translate to if they were to travel by road in Solano (expressed as vehicle-miles, not on individual routings).

Note that since existing rail traffic is already moved by the most advantageous or appropriate or cost-effective mode, the consultant team will not include any those movements in the truck-equivalent calculations, although the data is available if the Technical Advisory Committee sees this as relevant to the Plan Update.

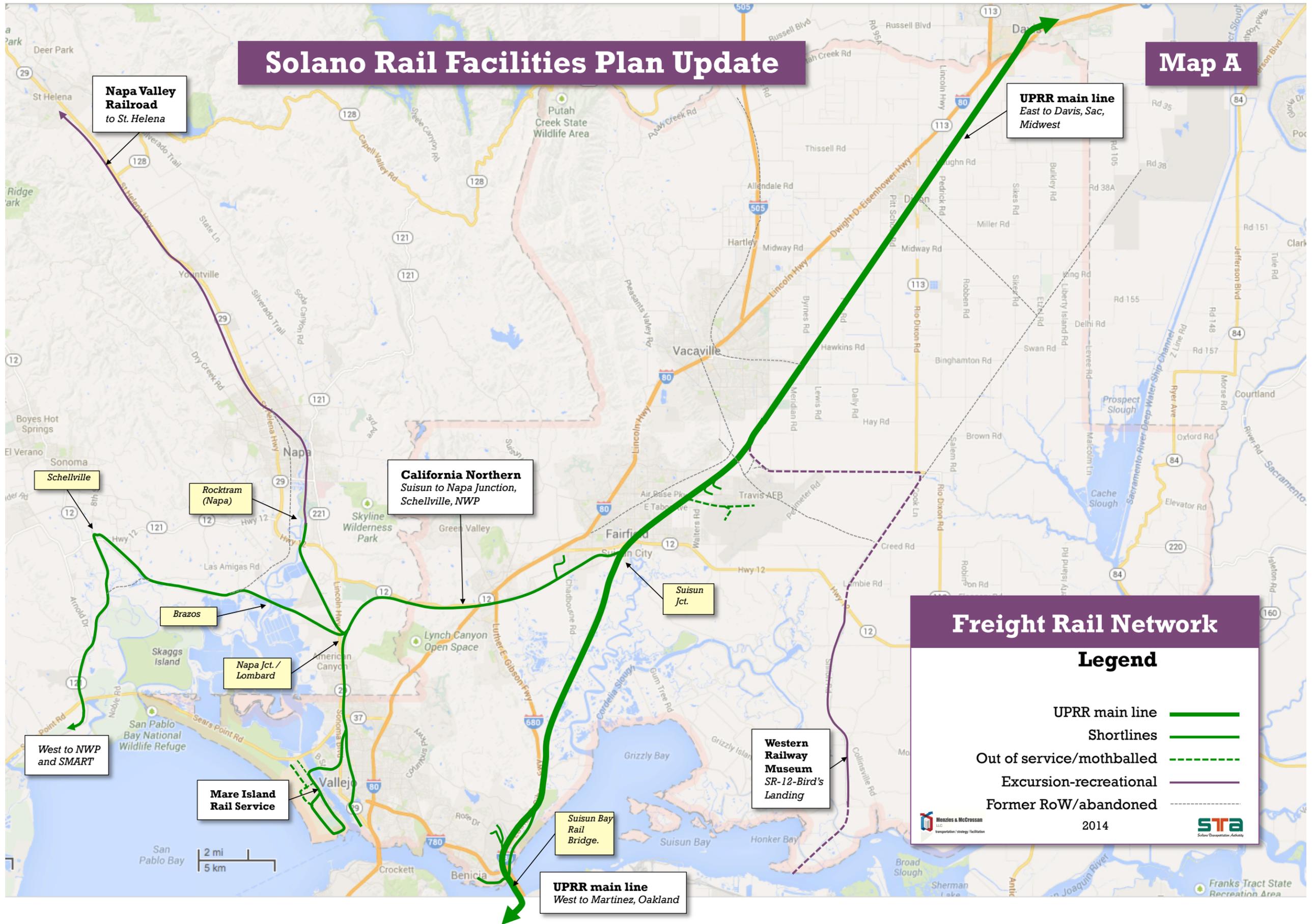
It should also be noted that some or all of the future growth in rail would most likely *only* be conveyed by that mode, such as crude oil by rail.

Nevertheless, the truck equivalent data provide some measure all the benefit of having an adequate rail infrastructure in Solano County to accommodate future traffic growth by these commodities and to these locations.

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Solano Rail Facilities Plan Update

Map A



Napa Valley Railroad
to St. Helena

UPRR main line
East to Davis, Sac,
Midwest

California Northern
Suisun to Napa Junction,
Schellville, NWP

Schellville

Rocktram
(Napa)

Suisun
Jct.

Brazos

Napa Jct./
Lombard

**Western
Railway
Museum**
SR-12-Bird's
Landing

West to NWP
and SMART

Mare Island
Rail Service

Suisun Bay
Rail
Bridge.

UPRR main line
West to Martinez, Oakland

Freight Rail Network

Legend

- UPRR main line ———
- Shortlines ———
- Out of service/mothballed - - - - -
- Excursion-recreational ———
- Former RoW/abandoned - - - - -

2014

2 mi
5 km

Solano Rail Facilities Plan Update

Map B



Freight Rail Served Businesses

Legend

- Rail Served Business active ● inactive ○
- UPRR main line —
- Shortlines —
- Out of service/mothballed - - -
- Excursion-recreational —

2014

Napa Valley Railroad to St. Helena

Tremont

Campbell's

Sucro

Tolenas Ind. Park Clorox, Ashland (6)

Amcor

Anheuser Busch

Travis AFB

Sheldon United

Cordelia (5)

Vallejo Terminal (VMT)

Benicia Ind. Pk.

Valero

Autorack

AmPORTS

West to NWP and SMART

Mare Island car repair

2 mi / 5 km

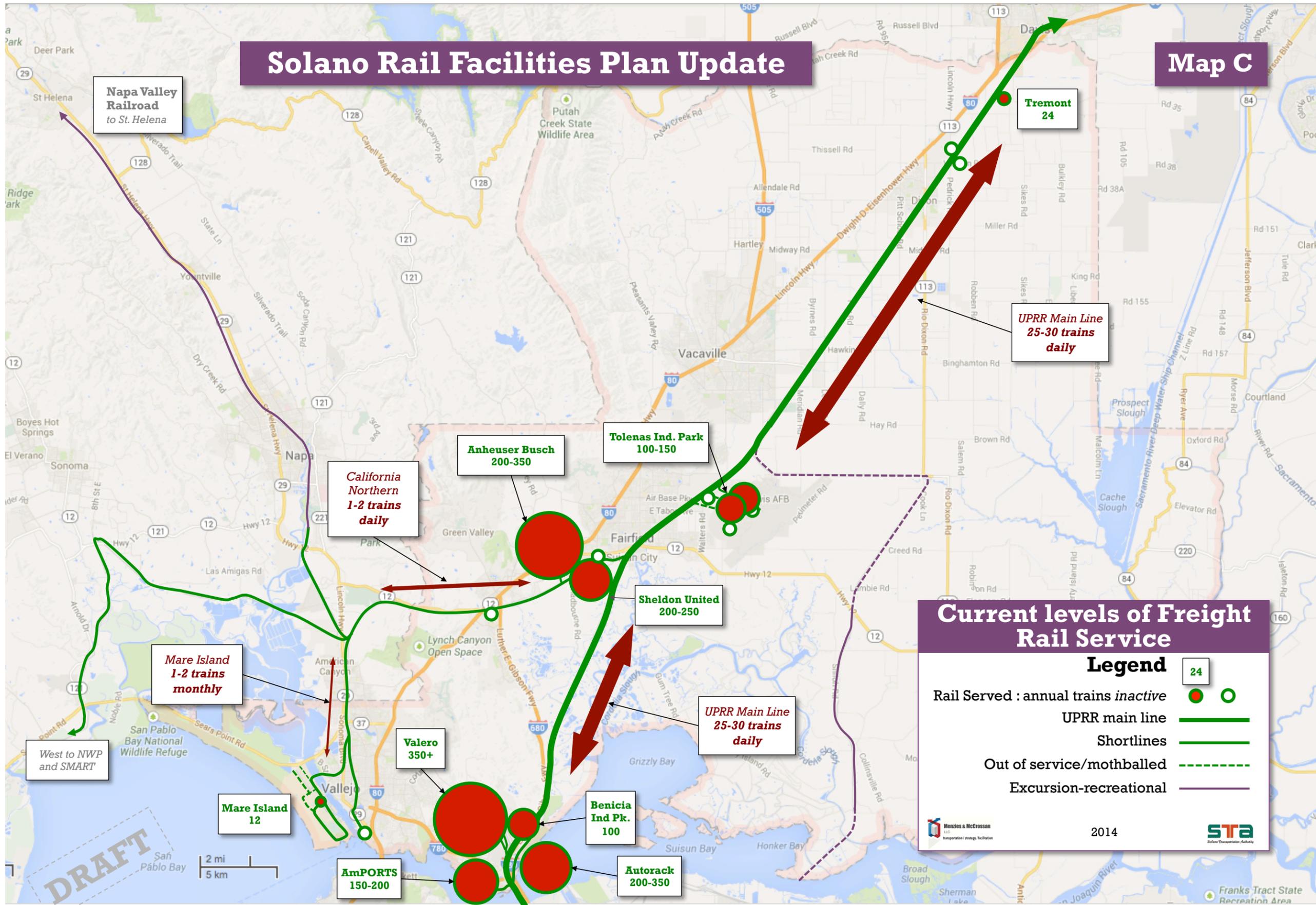
Manzies & McCrossan

STA

Franks Tract State Recreation Area

Solano Rail Facilities Plan Update

Map C



Napa Valley Railroad to St. Helena

Tremont 24

UPRR Main Line 25-30 trains daily

California Northern 1-2 trains daily

Anheuser Busch 200-350

Tolenas Ind. Park 100-150

Sheldon United 200-250

Mare Island 1-2 trains monthly

UPRR Main Line 25-30 trains daily

West to NWP and SMART

Valero 350+

Mare Island 12

Benicia Ind Pk. 100

AmPORTS 150-200

Autorack 200-350

Current levels of Freight Rail Service

Legend

- Rail Served : annual trains *inactive*
- UPRR main line
- Shortlines
- Out of service/mothballed
- Excursion-recreational

24



2014



DRAFT

2 mi
5 km

Franks Tract State Recreation Area

Solano Rail Facilities Plan Update

Map D



Napa Valley Railroad to St. Helena

700 acre development area Dixon / County

Planning Area 6A Fairfield /County

Planning Area 6B Fairfield /County

Cordelia Rd Fairfield

West to NWP and SMART

Possible Locations for Large Scale Freight Rail

Legend

- Rail Served Business active ● inactive ○
- UPRR main line —
- Shortlines —
- Out of service/mothballed - - -
- Excursion-recreational —
- New large freight rail RSB site ●

2014



DRAFT

2 mi
5 km

Franks Tract State Recreation Area

Solano Rail Facilities Plan Update

Map E



Napa Valley Railroad
to St. Helena

Tremont

Davis Curve
Outside County

Tolenas Ind Park
Main line switching rail
congestion (station project
will alleviate)

Suisun Junction
Main line switching rail
congestion

Tolenas Ind. Park
Clorox, Ashland (6)

Anheuser Busch

Sheldon United

Current and Potential Freight Rail Bottlenecks

Legend

- Rail Served Business active *inactive* ● ○
- UPRR main line —
- Shortlines —
- Out of service/mothballed - - -
- Excursion-recreational —

Bottleneck today / Future



Mare Island Causeway
Shared roadway-
trackage

Suisun Marsh
long term speed
improvements
environmentally
constrained

West to NWP
and SMART

Mare Island
car repair

Vallejo
VMT project:
grade crossing
congestion

Benicia Ind Pk.

Valero

Autorack

Suisun Bridge
lift span delays

AmPORTS

2 mi
5 km

Franks Tract State
Recreation Area

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DATE: June 12, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Wayne Lewis, Fairfield and Suisun Transit
RE: Clipper Implementation Update

Background/Discussion:

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

Recommendation:

Informational.

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DATE: June 17, 2014
TO: SolanoExpress Intercity Transit Consortium
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). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

On June 15, the California Legislature approved the 2014-15 Budget Bill (SB 852) and related trailer bills, which authorized \$872 million in one-time/budget year expenditures for the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions. Additionally, the Legislature approved SB 862, the Cap and Trade trailer bill, which establishes long-term funding programs from the Cap and Trade program.

Attachment C is an email message from Josh Shaw, Executive Director of the California Transit Association, to the Members that covers a number of the lingering concerns from various members of the CTA regarding the implementation of the Cap and Trade Program. It includes an overview of the approved Cap and Trade Revenue Package as well as analysis of new revenue streams.

This Cap and Trade plan is an improvement over the version originally proposed by the Governor in January. It is particularly a step in the right direction for transit. Regional agencies, led by the four largest MPOs and CalCOG, have advocated for Sustainable Communities funds to be allocated to the regions rather than the Strategic Growth Council to provide support for local governments and transit to implement SB 375 requirements now included in recently adopted Regional Transportation Plans/Sustainable Community Strategy. Additional funding was included, but will still be allocated through the Strategic Growth Council.

Intercity Rail Service, such as the Capital Corridor, is eligible to compete for funding, but will not receive a specific allocation as previously requested. In general, this plan sets up a number of statewide competitive grant categories with various state agencies. Staff will continue to analyze the Cap and Trade process and will provide future updates.

Attachment D is a summary of the transit operator formula portion along with an estimate of how much would be available competitively. We are waiting for further written analysis of the proposal from MTC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Cap and Trade Funding Opportunities – Analysis of New Revenue Streams – CTA
- D. Transit Operator Formula - Cap and Trade - MTC



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

June 11, 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 – June 2014

Legislative Update

On May 13, Governor Brown released the May Revise, which is the annual spring update to the Administration's January budget proposal. The May Revise reflects an increase in overall state revenues by approximately \$2.4 billion, which is proposed to fund increased costs for schools, Medi-Cal, public employee retirement, drought relief, the judicial system, and paying down the wall of debt. With regard to transportation funding, no significant changes were made to the January proposal. The Department of Finance updated its projections for the State Transit Assistance fund to \$379.6 million for FY 2014-15, an increase of \$6 million over the January estimate. The Budget Subcommittees in both houses of the Legislature are done meeting. The Budget Conference Committee (made up of members from both the Senate and Assembly) is meeting to discuss and reconcile items that differ between the two houses' different budget versions, including Cap and Trade. The Legislature has until June 15 to send the final Budget Bill to the Governor for his signature.

May 23 marked the last day for the Senate and Assembly Appropriations Committees to meet and report-out bills introduced in their respective houses. A number of bills, mainly those with significant costs to state and local agencies, were held in the Appropriations Committees, including both bills dealing with the truck weight-fee transfers (see **Other Bills of Interest** on the next page for more detail). May 30 was the last day for the Legislature to hear bills introduced in their house and move them to the other house for consideration in 2014. The Legislature will break for Summer Recess on July 3.

SB 1368 (Wolk), co-sponsored by the Board, with SolTrans, would clarify the authority of Caltrans and the California Transportation Commission to transfer park-and-ride properties to joint powers authorities providing transportation service. Specifically, this bill would allow SolTrans to take possession of the Curtola Park-and-Ride Facility in the City of Vallejo. This bill passed the Senate Floor by a vote of 35-0 on May 27.

Cap and Trade: Three Plans Emerge

The release of the May Revise brought no changes to the Governor's \$850 million Cap and Trade plan, which proposes \$100 million for sustainable communities implementation, \$250 million for high-speed rail, and \$50 million for rail modernization.

Tel: 916.446.4656
Fax: 916.446.4318
1415 L Street, Suite 1000
Sacramento, CA 95814

On May 15, Senate President Pro Tem Darrell Steinberg (D-Sacramento) announced the Senate's long-term proposal, to begin in FY 2015-16 and to provide ongoing funding thereafter for sustainable communities, transit, intercity, and high-speed rail (HSR), by granting each a percentage of the total Cap and Trade revenues. The Senate Plan would direct 20 percent toward sustainable communities and affordable housing near transit, 25 percent to transit agencies for uses related to GHG emission reduction and sustainable communities goals, 20 percent to rail modernization (HSR and intercity rail), 15 percent to low-carbon transportation, and 20 percent to clean energy, natural resources & waste diversion programs. In addition to its long-term plan, the Senate Budget Committee proposed to add \$150 million for transit to the Governor's FY 2014-15 proposal; however, the Senate Budget Committee ultimately zeroed out *all* transportation funds from its Cap and Trade action, due to HSR concerns.

At its last meeting of the year on May 22, the Assembly Budget Subcommittee # 3, responsible for transportation and natural resources, approved a one-year plan for the expenditure of Cap and Trade funds, which differs significantly from the Governor's plan. The Assembly's plan provides \$400 million for state greenhouse gas reduction programs and \$400 million for sustainable communities grants to local agencies, both of which are proposed to be administered by the Strategic Growth Council. The Assembly Plan also proposes \$200 million for low-emission vehicle rebates.

Because the Legislature was unable to find a consensus approach to both a near-term and a long-term strategy for distributing Cap and Trade revenues, the issue will be heard in the Budget Conference Committee where it will again be discussed and debated. That being said, resolution will likely come when the Governor, the Senate President Pro Tem, and the Assembly Speaker sit down to negotiate all the critical outstanding elements of the FY 2014-15 Budget. We will continue to update the Board.

California Freight Mobility Plan

On May 9, Caltrans released the administrative draft of the California Freight Mobility Plan, which defines the overall state freight vision and identifies goals, objectives, strategies, performance measures, and a select set of high-priority projects designed to achieve that vision. The first round of comments were due on May 28. Caltrans will release a second draft on June 16 and begin a series of public workshops throughout the state between June 16 and July 24. Workshops will be held in Sacramento on June 17 and Oakland on June 24. Projects of significant importance to the Board, including the identification of State Route 12 as a freight corridor, the I-80/I-680/SR 12 interchange, and the westbound I-80 truck scales, were identified in the plan.

Authority Sponsored Bills

SB 1368 (Wolk) would authorize Caltrans and the CTC to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportation services. From the Authority's perspective, 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 passed off the Senate Floor by a vote of 35-0 on May 27. The bill is now in the Assembly.**

Other Bills of Interest

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.**

AB 2170 (Mullin) would clarify that a joint powers authority may exercise any power common to the member agencies, including the authority to levy a fee or tax (subject to the requirements of the Constitution). **This bill passed off the Assembly Floor by a vote of 44-26 on April 28. The bill is now in the Senate Governance and Finance Committee.**

AB 2197 (Mullin) would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles. This bill is sponsored by MTC because it would improve the collection of toll revenues in the Bay Area. The Authority is a recipient of these revenues. **This bill was held on the Assembly Appropriations Committee Suspense File.**

AB 2728 (Perea) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019. **This bill was held on the Assembly Appropriations Committee Suspense File. The STA Board Supports this bill.**

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.**

SB 1077 (DeSaulnier) would direct the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system. **This bill passed the Senate Floor by a vote of 23-11 on May 12. The bill is now in the Assembly. We recommend the STA Board Support this bill.**

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 to 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 was held on the Senate Appropriations Committee Suspense File.**

SB 1151 (Canella) would impose an additional fine of \$35 be imposed for specified violations within a school zone and deposit fine revenues in the State Transportation Fund for school zone safety projects within the Active Transportation Program. **This bill passed the Senate Floor by a vote of 32-0 on May 12. The bill is now in the Assembly Transportation Committee. The STA Board Supports this bill.**

SB 1156 (Steinberg) would impose a carbon tax on fuel manufacturers. 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. This bill may become a vehicle for the Senator's Cap and Trade proposal, as described above. **This bill currently sits in the Senate Governance and Finance Committee, where it was never heard.**

SB 1418 (DeSaulnier) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion. **This bill was held on the Senate Appropriations Committee Suspense File. The STA Board Supports this bill.**

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.**

M E M O R A N D U M

May 28, 2014

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

During the month of May we monitored and reported on developments with the reauthorization of MAP-21 as well as with the appropriations process.

Surface Transportation Reauthorization

The Senate Environment and Public Works Committee approved by voice vote a six-year bill (S. 2322) that would authorize about \$265 billion for federal highway programs. The authorization funds the highway program at the current level with a slight increase for inflation. The bill retains the program structure of MAP-21 and does not make significant changes.

Below are some of the highlights of the bill:

Freight Formula Program: The bill establishes a new freight formula program. Under the bill, the Department of Transportation would apportion \$400 million among the states in fiscal year 2016 with an increase of \$400 million annually after 2016 up to \$2 billion in 2020. The bill requires that within one year of enactment, the DOT Secretary shall designate a national freight network based on an inventory of national freight volume, comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight. The criteria for designation include: total freight tonnage and value of freight moved; percentage of daily truck traffic; proximity of access to other freight intermodal facilities; population centers, land and maritime ports of entry; and other factors. The bill authorizes the Secretary to expand the primary network by an additional 3,000 centerline miles, and allows states to designate additional miles to close gaps and create first and last mile connections to ports, airports, intermodal connections and borders, limited to ten percent of the mileage designated in the state's primary freight network. Additionally, the bill would expand the network for critical urban freight corridors. A state or a city or metropolitan planning organization in coordination with the State, may designate a road as a critical urban freight corridor if it provides a connection from an intermodal facility to highways, other intermodal facilities or "is important to the movement of freight within the region, as determined by the state, city, or metropolitan planning organization." States can obligate up to ten percent of their apportionment to projects within the

Solano Transportation Authority

<May 28, 2014>

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boundaries of public and private freight rail, maritime projects, and intermodal facilities, however, funds must be used only for surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into and out of the facility. Eligible activities include planning and construction as well as projects designed to reduce the environmental impacts of freight, railway-highway grade separations, electronic cargo and border security technologies, and intelligent transportation systems.

Projects of National and Regional Significance: The bill authorizes \$400 million in contract authority annually for projects of national or regional significance through a TIGER-like competitive grant program to aid in the completion of “critical high-cost surface transportation infrastructure projects.” States, local and tribal governments, transit agencies, port authorities and multistate or multi-jurisdictional groups would be eligible to apply for the grants. Projects must have a total cost that is equal to or exceeds \$350 million and 30 percent of the state’s annual highway apportionment for the most recently completed fiscal year. The minimum grant under the program is \$50 million. At least 30 days before notifying an applicant that it is selected for funding, the Secretary must notify Congress. Congress has the right to disapprove a funding recommendation by enacting a joint resolution within 30 days.

TIFIA: An amendment adopted during the Committee markup reduced funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program from \$1 billion per year to \$750 million per year to allow the \$250 million in contract authority to fund FHWA research programs. The original bill draft had funded the research programs with general funds rather than contract authority to allow the contract authority to be used to fund the Projects of National and Regional Significance program. The contract authority funding was restored because of a concern by some members that Congress would not be able to identify general funds and the research program would be unfunded or suffer reductions in funding.

The Senate Banking and Commerce Committees must complete work on the transit and safety titles of the bill. Senate Banking Committee Chairman Tim Johnson (D-SD) has said that his Committee will mark up the transit title in early June. The Senate Finance Committee must also identify the revenues to pay for the bill before the full Senate can vote on the bill. Options for supplementing gas tax revenues include generating new revenues through tax reform, increasing and/or indexing gasoline and diesel taxes to inflation, or repealing the gas tax and imposing a wholesale tax on motor fuels. Despite the complexity of identifying a long-term funding source, Chair Boxer has said that she will oppose a short-term extension because she wants to focus on developing a long term solution so as not to risk job losses in the transportation sector.

The Administration continues to warn that the growing insolvency of the Highway Trust Fund will interrupt funding for transportation projects later this summer. On May 7, DOT Secretary

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Foxx sent a letter to state DOTs warning them that DOT may delay reimbursement for construction projects to maintain a positive balance in the Highway Trust Fund. Testifying before a May 8 Senate Commerce Committee hearing, he stated that state and local agencies are likely to slow down construction projects in August, unless funds are identified.

The House Transportation and Infrastructure Committee is in the process of drafting a bill. While they have mentioned possibly marking it up in late June, that is not likely to occur. Committee Chairman Bill Shuster recently said that the pressure to prevent insolvency in the Trust Fund may force the adoption of a short-term fix and delay consideration of a long-term reauthorization beyond September 30. House Ways and Means Committee Chairman Dave Camp (R-MI) has stated that he has begun efforts to identify short-term funding.

Fiscal Year 2015 Transportation Appropriations

On May 21, the House Transportation Housing and Urban Development (THUD) Appropriations Committee approved a fiscal year 2015 appropriations bill that would make available \$17.1 billion for transportation programs, \$727.3 million less than in fiscal year 2014. The bill provides \$40.3 billion for highway programs, which is the same as in fiscal year 2014. Transit formula grants would be funded at \$8.5 billion, level funding with fiscal year 2014. The bill reduces the Capital Investment Grants (New Starts) from \$1.943 billion in fiscal year 2014 to \$1.691 billion in fiscal year 2015, a \$252 million reduction, which is \$819 million below the Administration's request. The funding level for the New Starts program would only provide funding for current full funding grant agreements.

The bill reduces funding for the Transportation Investment Generating Economic Recovery (TIGER) grant program from \$600 million to \$100 million. Under the House bill, only highway, bridge, port and freight rail projects would be eligible for fiscal year 2015 TIGER grants. An amendment offered by Rep. Betty McCollum (D-MN) to allow transit and passenger rail projects to continue to qualify for TIGER funding was rejected.

The Senate Appropriations Committee has not released its version of the fiscal year 2015 spending bill, but Chair Barbara Mikulski (D-MD) has stated that the Committee will complete action on the bill early in June. The Senate Appropriations Committee has \$54.4 billion for THUD spending, about \$2.4 billion more than the House Appropriations Committee. The Senate likely will provide more funding than in the House bill for housing, transit and rail programs.

Commuter Tax Benefits

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The Senate did not have sufficient votes to end debate on legislation to restore expired tax benefits, which includes a provision to restore tax parity for transit commuters. Provisions in *The Expiring Provisions Improvement Reform and Efficiency (EXPIRE) Act* would increase the monthly exclusion for employer-provided transit and vanpool benefits from \$130 to \$250, so that it would be the same as the exclusion for employer-provided parking benefits. The provision would also provide retroactive reimbursement by allowing employers to reimburse expenses incurred prior to enactment of the Expire Act by employees for vanpool and transit benefits on a tax-free basis if the commuter's expenses exceeded \$130 per month and were not more than \$250.

The extenders bill was withdrawn from the Senate floor when a vote to impose cloture failed by a vote of 53 to 40 on May 15. To date, negotiations to limit the amendments and return the bill for floor consideration have failed.

While the Senate bill proposed to extend a number of expired tax provisions, including Research and Development and renewable fuels tax credits, the House elected to consider only a handful of extenders and passed a standalone bill to permanently extend the Research and Development tax credit with support from some Democrats. Because the bill did not include an offset for the loss of revenue, the White House threatened to veto the bill. Following the failed Senate vote, the House delayed consideration of a short list of five additional tax extenders bills, which does not include the tax benefit for commuters. The delayed consideration and the impasse over off-setting the bills may postpone any final action until the lame duck session.

Legislation Introduced

On April 30, Connecticut Senators Richard Blumenthal (D) and Chris Murphy (D) introduced *The Green Bank Act* (S. 2271), legislation to establish a federal bank to provide loans and loan guarantees to finance qualifying clean energy and energy efficiency projects. Energy efficient projects are defined as those that result a reduction of energy use or those that substantially reduce greenhouse gas emissions. The bank would be capitalized at \$10 billion. The House companion (H.R. 4522) was introduced by Rep. Christopher Van Hollen (D-MD) and has seven Democratic cosponsors. The legislation is premised on banks currently operating in Connecticut, New York, Vermont, and Hawaii to fund clean energy projects.

On May 21, Senators Tom Coburn (R-OK) and Claire McCaskill (D-MO) introduced *The Orphan Earmarks Act* (S. 2370), to eliminate unused earmarks within the Department of Transportation (DOT). The bill would void earmarks of funds provided by DOT that have 90 percent or more remaining after 10 fiscal years as well as require DOT to submit an annual report on each project that uses earmarked funds and which funds remain available at the end of

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<May 28, 2014>
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each fiscal year. A House companion bill was introduced by Rep. James Lankford (R-OK). The bills were referred to the Senate and House Appropriations Committees. The House bill was subsequently referred to the House Transportation and Infrastructure Committee.

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From: [Josh Shaw](#)
To: info@caltransit
Subject: Cap and Trade Funding Opportunities -- Analysis of New Revenue Steams
Date: Tuesday, June 17, 2014 12:46:00 PM
Attachments: [Cap and Trade - Analysis of Funding Legislation 06-17-14.pdf](#)
Importance: High

Members of the California Transit Association:

Attached please find our “technical guidance” document analyzing the major funding streams for public transit in the Cap and Trade legislation just sent to the Governor. We cover the three major programs which either directly fund public transit agencies, or, for which transit projects and services are major eligible recipients of competitive funds, as well as mention the zero emission bus deployment funds in the 2014-15 appropriation.

While the Governor has not signed this legislation yet, we are assuming he will and we are trying to give you as much advanced notice as possible of how these new funds might flow, and how your organization might be able to access them.

While this plan does not reflect every priority or preference expressed by the Association relative to transit funding from Cap and Trade, substantial new funds *are* provided to transit agencies, either through a formula that directly funds most of our members, or, through various competitive funds for which all our members will be eligible.

We would have preferred regional agencies to receive the sustainable communities funds directly, and for a larger share of funds to go directly to transit operators on a formula basis – without direct state agency sign-off being required; while we originally asked for state rules on measuring how transit projects and services would reduce GHG emissions, and for regional agencies to play a role in ensuring our proposed projects meet state rules and would be consistent with regional plans, this plan instead gives Caltrans, the California Transportation Commission and the Strategic Growth Council more significant roles. Thus, we will all need to work together on ironing out implementation details that reduce administrative burden.

Association leadership, its member public transit systems and its private sector industry suppliers look forward to working with the Legislature and the Administration to move this important program forward and ensure that program guidelines and oversight mechanisms are developed to guarantee effective transit projects and services are funded.

We intend on providing you more guidance over time, as implementation details emerge; in the meantime, please contact us if you have any questions about this document.

Please note: **This document is being sent directly to *only* the Primary Contact at your**

organization we have on file in our database; **please forward this information to anyone in your organization you deem appropriate.**

CC: Executive Committee
Legislative Committee

Thanks – Josh

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Executive Director
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Overview of 2014 Cap and Trade Legislation and Opportunities for Public Transit: Implementing 2014-15 Appropriations and a Long-Term Cap and Trade Funding Program

In 2011 California's Air Resources Board (ARB) adopted a Cap and Trade regulation, expected to help California achieve the goals of AB 32 (the California Global Warming Solutions Act of 2006), which include reducing the greenhouse gas emissions that contribute to climate change. The Cap and Trade program sets a limit on the total greenhouse gas (GHG) emissions that can be emitted by specific sources within the state; those emitters that anticipate exceeding their cap must purchase additional allowances through this market-based system. The ARB conducts auctions for these allowances, and the revenue generated is available for appropriation by the Legislature.

On June 15, the California Legislature approved the 2014-15 Budget Bill and related trailer bills that support the overall Budget.

In the [2014-15 Budget Bill \(SB 852\)](#), the Legislature authorized \$872 million in one-time/ budget year expenditures for the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions.

Additionally, the Legislature approved [SB 862, the Cap and Trade trailer bill](#), which establishes long-term funding programs from the Cap and Trade program for transit and sustainable communities & affordable housing, as well as for high-speed rail. In total, SB 862 dedicates 60 percent of ongoing Cap and Trade auction revenues, beginning in 2015-16, to these programs. The remaining 40 percent of the available funding is not dedicated for any specific program, but left to the discretion of future Legislatures to meet certain objectives in any future fiscal year.

For example, in 2014-15, the Legislature appropriated about \$200 million for low-carbon transportation, which includes zero emission and near-zero emission bus deployment. In 2015-16, the Legislature could make a determination that it sees better greenhouse gas reduction opportunities through bus rapid transit programs and could shift funding to another program that better supports bus rapid transit development. Similarly, the Legislature could fund *any other* GHG-reducing program from this 40% pot. (And, that means we have an opportunity to continue our advocacy for an even more robust transit funding program, as these funds are not locked in place in the statute just sent to the Governor.)

Following is a detailed overview of funding programs available to transit agencies throughout the state, and the amount of revenue dedicated to each program in 2014-15 and beyond. To help facilitate a review of the budget and trailer bills, specific bill and page citations have been included. (In the coming weeks, the Administration, the Legislature, and stakeholders will work on a technical cleanup bill to address drafting errors in SB 862; we preview some of that content in our analysis, below.)

Please note that all the programs discussed below require compliance with state guidelines on the measurement and reduction of GHG emissions, pursuant to direction that the Air Resources Board, in consultation with the California Environmental Protection Agency, shall develop funding guidelines for administering agencies that receive appropriations from the greenhouse gas reduction fund to ensure the requirements of AB 32 are met. The guidelines shall include a component for how administering agencies should maximize benefits for disadvantaged communities, as first described in [SB 535](#) and to be further defined by the California Environmental Protection Agency.

The ARB is further directed to provide an opportunity for public input prior to finalizing these guidelines; we will be working with our Legislative and Executive Committees to determine an advocacy approach to this guideline-setting process, with the goal of reducing administration burden on our agencies as they seek funds from these programs.

2014-15 ONE-TIME APPROPRIATIONS

The 2014-15 Budget Bill (SB 852) appropriates specified dollar amounts to four programs in which transit agencies are direct recipients or for which transit agencies are eligible applicants. For one of these programs, the funding eligibility and program administration details will clearly be determined in 2014-15 by the additional guidelines and program management procedures called for in the long-term trailer bill (SB 862), as further detailed below. In other words, while the long-term trailer bill sets out percentages of all Cap and Trade dollars that this program will receive, for when those funds start to flow in 2015-16, the budget year appropriation will *also* be subject to these program rules – which we believe the Administration’s agencies and departments will endeavor to set up and run in 2014-15. For the other three programs, it is less clear that SB 862 program procedures will prevail; rather, it appears that existing administrative procedures and rules will govern how these funds flow in 2014-15.

One of the transit appropriations in the Budget Bill (SB 852) will clearly be subject to the programs and procedures called for in the long-term trailer bill (SB 862):

- \$25 million is allocated according to the State Transit Assistance program statutes, but funds must be spent on transit services that meet the GHG-reduction goals of AB 32 and be further subject to the procedures and guidelines set up in SB 862’s **Low Carbon Transit Operations Program**; see below for details (SB 852, Pages 116-117).

While these two appropriations in the Budget Bill (SB 852) *seem* to be subject only to existing programs and procedures, we also believe the Administration *intends* on making the 2014-15 funds subject to the new program details to be developed in the long-term Trailer Bill (SB 862):

- \$24.791 million is available for **transit and intercity rail capital programs** for allocation by the California Transportation Commission until June 30, 2016, and available for encumbrance and liquidation until June 30, 2020 (SB 852, Page 132).
- \$129.201 million is available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for **support costs and local assistance associated with administering the affordable housing and sustainable communities program** (SB 852, Pages 40-41).

And, this appropriation will clearly be subject to existing ARB rules and regulations (there is no counterpart in SB 862 for this program):

- \$197.266 million is available to the ARB for its low carbon transportation programs, which includes rebates to consumers for electric vehicle purchases, but also includes **zero emission and near-zero emission transit bus deployment programs** (SB 852, Page 275).

LONG-TERM PERCENTAGE ALLOCATIONS

This section of our analysis describes in further detail the three programs for which transit agencies are direct recipients and/ or for which transit agencies are eligible applicants. All references in the remainder of this analysis are to the long-term trailer bill (SB 862).

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Overview

The Trailer Bill (SB 862) continuously appropriates 10 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Transit and Intercity Rail Capital Program (Page 17, Lines 30-34). As written, the program will fund capital improvements and operational investments that will reduce greenhouse gas emissions and modernize intercity, commuter, and urban rail systems (Page 37, Line 14 through Page 29, Line 18).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit to these provisions, as was the stated intent of legislative leaders when they passed this bill.

The policy objectives of the Program are to (Page 37, Lines 19-23):

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operators; and,
- Improve rail safety.

The technical clean-up bill will add references to bus transit in these policy objectives.

Program Management

The California State Transportation Agency (CalSTA) will develop and adopt Program guidelines, evaluate applications based on the established guidelines, and prepare a list of projects recommended for funding. The California Transportation Commission shall award grants to applicants using the list prepared by CalSTA (Page 37, Lines 24-30).

In evaluating applications, CalSTA will consider:

- The cobenefits of projects that support implementation of sustainable communities strategies through one or more of the following:
 - (A) Reducing auto vehicle miles traveled through growth in rail ridership.
 - (B) Promoting housing development in the vicinity of rail stations.
 - (C) Expanding existing rail and public transit systems.
 - (D) Implementing clean vehicle technology.
 - (E) Promoting active transportation.
 - (F) Improving public health.
- The project priorities developed through the collaboration of two or more rail operators and any memoranda of understanding between state agencies and local or regional rail operators (Page 38, Lines 13-31).

Eligible Projects

In order to be eligible for funding under the Program, a project must demonstrate that it will reduce greenhouse gas emissions (Page 38, Lines 6-8). The Program has a disadvantaged community investment goal of 25 percent (Page 38, Lines 9-12). Projects eligible for funding under the program currently include (Page 37, Lines 31-38 and Page 38, Lines 1-5):

- Rail capital projects, including acquisition of rail cars and locomotives, that expand, enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system;
- Intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times;
- Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts, and other service integration initiatives; and,
- Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

We are attempting to ensure the technical clean-up bill will add additional references to bus transit in these descriptions of eligible projects (e.g., bus systems may want to apply for integrations funds, as well).

Eligible applicants under the program shall be public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service (Page 38, Line 32).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit agencies to this list of eligible applicants.

Public Participation

The bill directs the California State Transportation Agency to conduct at least two public workshops on draft program guidelines containing selection criteria prior to adoption and directs the Agency to post the draft guidelines on its Internet Web site at least 30 days prior to the first public workshop (Page 39, Lines 8-14).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

LOW CARBON TRANSIT OPERATIONS PROGRAM

Overview

The Trailer Bill (SB 862) continuously appropriates 5 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Low Carbon Transit Operations Program (Page 17, Lines 35-40 and Page 18, Lines 1-2). The Program will provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility (Page 39, Lines 22-25). Funding would flow according to the State Transit Assistance program formula (Page 39, Lines 26-29, which reference Page 17, Lines 39-40 and Page 18, Lines 1-2 – a cross-reference to the existing STA program statutes).

Program Management

Caltrans, in coordination with the Air Resources Board (ARB), shall develop guidelines that describe the methodologies transit agencies shall use to demonstrate that proposed expenditures will meet specified criteria (see Eligible Projects, below), and establish the reporting requirements for documenting ongoing compliance (Page 40, Lines 18-23).

A transit agency shall submit the following information to Caltrans before seeking funds (Page 40, Lines 28-35):

- A list of proposed expenses based on anticipated funding levels; and,
- Documentation showing that Program criteria have been met.

Before funding is released by the Controller, Caltrans and ARB shall determine the eligibility, in whole or in part, of the proposed list of expenditures (Page 40, Lines 36-39 and Page 41, Lines 1-2). Once a determination has been made, Caltrans notifies the Controller of approved expenditures for each transit agency, and the amount of the allocation for each transit agency determined to be available at the time of approval (Page 41, Lines 3-6). The recipient transit agency shall provide annual reports to Caltrans (Page 41, Lines 7-11).

Eligible Projects

Funding in the Program must be expended to provide transit operating or capital assistance that meets all of the following criteria (Page 39, Lines 37-39):

- Supports new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities (Page 40, Lines 1-4); and,
- A transit operator must demonstrate that each expenditure directly enhances or expands transit service to increase mode share and that each expenditure reduces greenhouse gas emissions (Page 40, Lines 5-9).

For transit agencies whose service areas include disadvantaged communities at least 50 percent of the total funding must be used for projects or services that meet the above requirements and benefit the disadvantaged communities (Page 40, Lines 10-17).

Public Participation

The bill does not direct Caltrans or the California State Transportation Agency to conduct any sort of public participation process on the development of the guidelines overseeing this program.

We will be requesting clear statutory direction that such a public process must be undertaken.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Overview

The Trailer Bill (SB 862) continuously appropriates 20 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Affordable Housing and Sustainable Communities Program (Page 18, Lines 3-10). The Program will reduce greenhouse gas emissions through projects that implement land use, housing, transportation & agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following (Page 34, Lines 16-36):

- Reduce air pollution;
- Improve conditions in disadvantaged communities;
- Support or improve public health and other cobenefits;
- Improve connectivity and accessibility to jobs, housing, and services;
- Increase options for mobility, including the implementation of the Active Transportation Program;
- Increase transit ridership;
- Preserve and developing affordable housing for lower income households; and,
- Protect agricultural lands to support infill development.

Program Management

The Strategic Growth Council (Council) is responsible for the development and administration of the Program (Page 34, Lines 16-22). Prior to awarding funds, in coordination with ARB, the Council must develop guidelines and selection criteria for the Program (Page 36, Lines 11-15). The Council shall incorporate comments from local governments and regional agencies (Page 36, Lines 24-28). The Council is required to coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects for funding (Page 37, Lines 4-7).

Eligible Projects

In order to receive funding from the Program, a project must demonstrate that it will achieve a reduction in greenhouse gas emissions, support implementation of an adopted or draft sustainable communities strategy or a regional plan that includes policies & programs to reduce greenhouse gas emissions, and is consistent with the state planning priorities. Projects eligible for funding pursuant to the program include (Page 34, Lines 37-40 and Page 35, Lines 1-37):

- Intermodal, affordable housing projects that support infill and compact development;
- Transit capital projects and programs supporting transit ridership;
- Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations;
- Noninfrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals;
- Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations;
- Capital projects that implement local complete streets programs;
- Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community;
- Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses;
- Planning to support implementation of a sustainable communities strategy.

The bill sets a goal for the Program of spending 50 percent of available revenues in disadvantaged communities (Page 36, Lines 4-10). Also, no less than half of the funding available must be spent on affordable housing projects (Page 18, Lines 7-10).

Public Participation

The bill directs the Council, prior to adoption of the guidelines and the selection criteria, to conduct at least two public workshops to receive and consider public comments. One workshop shall be held at a location in northern California and one workshop shall be held at a location in southern California (Page 36, Lines 16-20).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

This analysis was prepared by the California Transit Association, on June 17, 2014.

Please contact Executive Director Joshua W. Shaw (josh@caltransit.org) or Legislative Advocate Matt Robinson (matt@caltransit.org) if you have any questions, or call 916-446-4656.

Legislation Committee Handout
June 13, 2014
FY 2014-15 Budget Agreement (as of 6/13/14)

	Fiscal Year 2014-15	Future Years*
State Administered Competitive Programs		
Sustainable Communities (Includes transportation & affordable housing)	\$ 130,000,000	20% (~ \$500,000,000)
Transit and Intercity Rail Capital Program	\$ 25,000,000	10% (~ \$250,000,000)
Low Carbon Transportation (clean vehicles)	\$ 200,000,000	TBD

	Fiscal Year 2014-15	Future Years*
Total Statewide Revenue Disbursed by State Transit Assistance Formula (5% of total Cap & Trade Revenue)	\$ 25,000,000	\$ 125,000,000
San Francisco Bay Area Total	\$ 9,306,250	\$ 46,531,250
Revenue-Based Funds	\$ 6,893,750	\$ 34,468,750
Population-Based Funds	\$ 2,412,500	\$ 12,062,500
ACCMA - Corresponding to ACE	\$ 12,484	\$ 62,418
Caltrain	\$ 347,828	\$ 1,739,138
CCCTA	\$ 40,277	\$ 201,386
City of Dixon	\$ 323	\$ 1,615
ECCTA	\$ 17,177	\$ 85,886
City of Fairfield	\$ 8,064	\$ 40,321
GGBHTD	\$ 311,795	\$ 1,558,975
City of Healdsburg	\$ 51	\$ 255
LAVTA	\$ 19,252	\$ 96,261
NCPTA	\$ 3,144	\$ 15,719
City of Petaluma	\$ 1,706	\$ 8,528
City of Rio Vista	\$ 401	\$ 2,004
SamTrans	\$ 290,238	\$ 1,451,192
City of Santa Rosa	\$ 8,719	\$ 43,593
Solano County Transit	\$ 20,530	\$ 102,652
Sonoma County Transit	\$ 10,062	\$ 50,312
City of Union City	\$ 3,027	\$ 15,137
VTA	\$ 834,322	\$ 4,171,610
VTA - Corresponding to ACE	\$ 16,281	\$ 81,404
WCCTA	\$ 22,377	\$ 111,887
WETA	\$ 70,657	\$ 353,285
AC Transit	\$ 652,051	\$ 3,260,253
BART	\$ 1,867,003	\$ 9,335,017
SFMTA	\$ 2,335,980	\$ 11,679,902

* Note: Assumes total annual Cap & Trade revenue of \$2.5 billion per year.



DATE: June 12, 2014
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Andrew Hart, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, separated by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Active Transportation Program (Regional – MTC)	\$30 million	Due July 24, 2014
State			
Federal			
1.	New Ladders of Opportunity	\$100 million	Due August 4, 2014

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants ¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
Active Transportation Program (ATP) (Regional)	Mitch Weiss California Transportation Commission (916) 654-7179 mweiss@dot.ca.gov	Due July 24, 2014	Approx. \$30 million	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation.	Vallejo Downtown; STA SR2S; Suisun Valley Farm to Market; Suisun City Driftwood Dr; Vaca-Dixon Bike Route	State applications are due before regional applications. All submissions to the state will automatically be carried over to the regional submissions for consideration. http://www.catc.ca.gov/programs/ATP.htm

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Federal Grants						
New Ladders of Opportunity (Prior Year Section 5309 Bus and Bus Facilities Program)	Sam Snead Federal Transit (202) 366-3475 Samuel.Snead@dot.gov	August 4, 2014	Approx. \$100 million	This is a competitive grant program offered through the Federal Transit Administration (FTA). The Program aims to modernize and expand transit bus service, specifically for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others with local workforce training, employment centers, health care, and other vital services. Program funds may be used to purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities).	N/A	Local match of 20% is needed and cannot be paired with other federal grants. Contact the FTA Region 9 Office http://www.fta.dot.gov for proposal-specific information and issues.