

- B. Lifeline Advisory Committee Recommendation for Lifeline Funding Recommendation:** Liz Niedziela
Forward a recommendation to STA TAC and the STA Board to approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.
Pg. 9

6. ACTION FINANCIAL

- A. Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF) Recommendation:** Liz Niedziela
Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 STAF priorities as specified in Attachment C.
(2:00 – 2:05 p.m.)
Pg. 17

7. ACTION NON-FINANCIAL

- A. 2014 Solano Express Intercity Ridership Survey and Analysis Recommendation:** Liz Niedziela
Forward a recommendation to the STA TAC and STA Board to approve the 2014 SolanoExpress Intercity Ridership Survey and Analysis Report as shown in Attachment A.
(2:05 – 2:15 p.m.)
Pg. 25

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Status of SolTrans System Restructure Project** Helene Buchman,
(2:15 – 2:20 p.m.) SolTrans
Pg. 27
- B. Cap and Trade Update –Priorities for Transit Categories** Matt Robinson, CTA
(2:20 – 2:25 p.m.) Robert Macaulay
Pg. 49
- C. Mobility Management Program Update – Travel Training Update and Website Preview** Tiffany Gephart
(2:25 – 2:30 p.m.)
Pg. 51
- D. Compressed Natural Gas (CNG) Feasibility Study Update** Robert Guerrero
(2:30 – 2:35 p.m.)
Pg. 53
- E. Intercity Paratransit/Taxi Scrip Transition Update** Liz Niedziela
(2:35 – 2:40 p.m.)
Pg. 55

NO DISCUSSION ITEMS

F. **Legislative Update** Jayne Bauer
Pg. 59

G. **Summary of Funding Opportunities** Andrew Hart
Pg. 85

9. **TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES** Group
• **Clipper Implementation**

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

September

- A. Mobility Management Program Update – Countywide ADA Eligibility Update
- B. SolanoExpress Marketing Update
- C. Transit Corridor Study – Selection of Service Alternative and Implementation Steps
- D. SolanoExpress Ridership Report
- E. CTSA Designation Update

October

- A. Discussion of Transit Element – CTP
- B. Review and Discussion of SolanoExpress Marketing Plan for FY 2014-15
- C. Discussion of Intercity Capital Replacement Plan
- D. Intercity Paratransit/Taxi Scrip Transition Update

11. **ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, September 23, 2014.**

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of June 24, 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	Dixon Rendi-Ride
Lori Tagorda (Alternate)	Fairfield and Suisun Transit (FAST)
Tony Cabral (Alternate)	Rio Vista Delta Breeze
Judy Leaks, Chair	Solano Napa Commuter Information (SNCI)
Elizabeth Romero (Alternate)	Solano County Transit (SolTrans)
Liz Niedziela	STA
Matt Tuggle	County of Solano

Members Absent:

Wayne Lewis	Fairfield and Suisun Transit (FAST)
John Harris	Rio Vista Delta Breeze
Brian McLean	Vacaville City Coach
Mona Babauta	SolTrans

Also Present (In Alphabetical Order by Last Name:

Anthony Adams	STA
Jayne Bauer	STA
Paulette Cooper	STA
Tiffany Gephart	STA
Daryl Halls	STA
Johanna Masiclat	STA
Sofia Recalde	STA
Elizabeth Richards	STA Project Manager

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

Kenneth Folan	MTC
Nathan Newell	County of Solano

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

MTC’s Kenneth Folan presented MTC’s Transit Productivity Improvement Program Presentation.

Liz Niedziela announced that the allocation of Lifeline funding is in the process, and MTC is currently working on finalizing the guidelines to be released at their next meeting and the call for projects to follow shortly after.

Jayne Bauer announced the STA’s 17th Annual Awards is scheduled in November and notices to submit nominations is forthcoming.

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Elizabeth Romero, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B.

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

Recommendation:

Approve the Consortium Meeting Minutes of May 27, 2014.

B. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - July 2014

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.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. STA’s Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and FY 2015-16

Daryl Halls noted that the STA’s Overall Work Plan for FY 2014-15 and FY 2015-16 was presented as an information item to the STA Board at their June 11, 2014 meeting and will go forward for Board approval at their July 9th meeting.

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.

On a motion by Janet Koster, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

- B. Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report**
Paulette Cooper presented the SNCI Vanpool Program's first annual report. She cited that as of June 13, 2014, SNCI started twenty-nine vanpools during fiscal year 2013-14, bringing the total number of vanpools in the county to 234. She noted that while there is a large number of vanpools leaving Solano County, from 2013 until 2011, there were only 11 vanpools coming into Solano County. She added that, since then, the number has increased to 31 vanpools coming into Solano County, a 250% increase.

Recommendation:
Receive and file.

On a motion by Matt Tuggle, and a second by Elizabeth Romero, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

- C. Solano Napa Commuter Information (SNCI) Work Program FY 2014-15**
Judy Leaks provided an update to the major elements for FY 2014-15 of the SNCI Work Program. They are as follows: 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 and Map, and Partnerships with other programs and outside agencies.

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.

On a motion by Janet Koster, and a second by Elizabeth Romero, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation**

Elizabeth Richards reviewed the two issues that were raised at last month's Consortium meeting of May 27, 2014. She noted that one of the requests was to add language to the CTSA proposal to 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 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. She cited that at the June 11, 2014 meeting, the STA Board approved STA requesting CTSA designation by the Metropolitan Transportation Commission (MTC) for Solano County. MTC is scheduled to act upon the STA request for CTSA designation in September.

B. Transit Corridor Study Update

In preparation for STA Board's approval at their September 11, 2014 meeting, Liz Niedziela requested that comments be submitted on the Transit Corridor Study by Friday, August 1, 2014.

C. Intercity Paratransit Assessment Update and Recommendation

Daryl Halls provided an update to the Intercity Paratransit Assessment and recommendations that need to be addressed to transfer management of the Intercity Taxi Scrip Program.

D. Solano Rail Facilities Plan Update

Sofia Recalde noted that the draft of the Demand for Freight Rail chapter was presented to the RTAC on May 20 and that RTAC members were given two weeks to provide feedback on the plan. She cited that comments have not yet been incorporated in the draft. She commented that the existing rail infrastructure and the nature of rail served businesses in Solano County suggests that there is capacity to accommodate freight rail growth.

E. Clipper Implementation Update

No update was presented.

NO DISCUSSION ITEMS

F. Legislative Update

G. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

A summary of the agenda items for August and September were presented.

11. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, August 26, 2014.**



DATE: August 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Lifeline Advisory Committee Recommendation for Lifeline Funding

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. STA staff released a call for projects for the Lifeline Program in January 2012 and the STA Board approved Solano Lifeline Program in May 2012. The STA Board approved funding the Vacaville Accessible Path to Transit for \$40,000.

Discussion:

STA staff was contacted by the City of Vacaville regarding a request to change Vacaville's \$40,000 Lifeline Cycle 3 project from the curb cut project to a Safe Routes to School (SRTS) project that Vacaville is already implementing. Vacaville has partial funding for the SRTS project and these funds would supplement it. The reason Vacaville is requesting to switch the project is that the \$40,000 amount is small and the administrative costs/burden of implementing the curb cut project via the Caltrans Local Assistance/federal highways process would outweigh the benefits of the funds. Putting this small amount of funds onto a bigger project to achieve economies of scale makes more sense.

According to MTC, this change would have to be determined to be Lifeline-eligible and approved by the Solano Transportation Authority Board, which is the Lifeline Program Administrator for Solano County. After receiving STA approval, the change would also need to be approved by the MTC Commission.

STA staff recommends this project swap in that the Vacaville Community Based Transportation Plan identified Bicycle and Pedestrian as a high concern by the community. Vacaville has been actively supporting a local Safe Routes to School (SR2S) Program to make it easier, safer, and

more enjoyable to walk or bike to school. The program consists of construction of bicycle and pedestrian infrastructure, in-classroom bicycle and pedestrian safety education, encouragement programs and contests to promote walking and biking. The CBTP recommended that the City should continue its SR2S program, including applying for grant funding to construct school-related infrastructure improvements identified in the Solano Transportation Authority's Safe Routes to School Plan (2007). The Vacaville Safe Routes to School project will improve walking and biking access to Foxboro Elementary School and Vacaville High School and will improve access to the adjacent transit center. STA staff supports the request from the City of Vacaville.

Fiscal Impact:

The Lifeline Funding will assist in sustaining service, purchasing buses, and creating accessible path to transit.

Recommendation:

Forward a recommendation to STA TAC and the STA Board to approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.

Attachment:

- A. City of Vacaville Request Letter dated July 8, 2014



ESTABLISHED 1850

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, CALIFORNIA 95688-6908
www.cityofvacaville.com

STEVE HARDY
Mayor

MITCH MASHBURN
Vice Mayor

DILENNA HARRIS
Councilmember

CURTIS HUNT
Councilmember

RON ROWLETT
Councilmember

July 8, 2014

Department of Public Works
Capital Improvement Projects

Liz Niedziela, Transit Program Manager
Solano Transportation Authority
One Harbor Center
Suisun City, CA 94585

SUBJECT: FUNDING SWAP FOR VACAVILLE LIFELINE CYCLE 3 STP PROJECT

Dear Ms. Niedziela:

The City of Vacaville is in receipt of a \$40,000 grant of Lifeline Cycle 3 STP funds to construct curb ramp replacements for project SOL110034, Vacaville Curb Cut. This funding received federal approval as part of TIP Amendment 2013-13 on May 21, 2014. Due to the limited amount of the funding available in this grant, and the administrative costs required to deliver this federal aid project, the City wishes to achieve an economy of scale by incorporated the \$40,000 Lifeline Cycle 3 STP funding into another authorized federal aid project. We propose to supplement SOL130016, Vacaville SRTS Infrastructure Improvements Project with the \$40,000 grant associated with SOL110034.

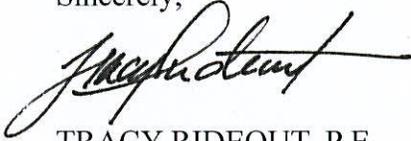
In order to proceed with the funding swap, we request the STA Board approve and forward a recommendation in support of the funding swap to MTC. The combination of the SRTS funding of \$303,207 with the Lifeline Cycle 3 STP funding of \$40,000 will cut the associated administrative costs of implementing two federal aid projects, while providing the enhanced benefit of utilizing the majority of the funding for actual construction improvements. The SRTS project incorporates bicycle and pedestrian elements to improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School and will also provide more accessible access to the City's transit facility located at Cernon Street and West Monte Vista Avenue. Additionally, the City has received a Clean Air Funds grant of \$100,000 from the Yolo-Solano Air Quality Management District, which will meet the required local match component for the project and fully fund the project.

Currently, the Lifeline Cycle 3 STP funding is programmed in fiscal year 2015 and the SRTS funding is programmed for construction in 2016. The City requests the Lifeline Cycle 3 funds be reprogrammed to the 2016 fiscal year to match the construction funding currently programmed for the SRTS project. We believe we may be able to advance the construction to summer 2015, but this will be dependent upon completion of NEPA requirements and authorization of Right of Way clearance through Caltrans. At this time, programming the funding in 2016 ensures that MTC/FHWA authorization deadlines can be accommodated.



Thank you for your consideration in this matter. Should you have questions or need additional information to present to the STA Board, you may contact me at 707-449-5161, tracy.rideout@cityofvacaville.com or Chad Copeman, Assistant Engineer at 707-449-5139, chad.copeman@cityofvacaville.com.

Sincerely,



TRACY RIDEOUT, P.E.
Interim Senior Civil Engineer

Attachment: TIP SOL110034, TIP SOL130016

c: Shawn Cunningham, Assistant Director of Public Works
Brian McLean, Public Works Manager, General Services Division
File- D892-B

Transportation Improvement Program (TIP)

Project Listing Report

2013 TIP

TIP ID: SOL110034
 Version: 3
 Revision: 2013-13
 Status: ACTIVE
 RTP ID: 22423
 RTP CYCLE: PLANBAYAREA
 CTIPS ID: 20600005359
FMS ID: 5550.00
County: Solano
Sponsor: Vacaville
Implementing Agency: Vacaville

Project Name: Vacaville Transit - Curb Ramps
ITS Project: No
Review: AA
Project Description: Vacaville Transit: Construct approximately 16 curb ramps near transit routes.
Transportation System: Local Road
Mode: BIKE/PED:100%
Project Type: Sidewalk
Purpose: System/Travel Demand Management
Highway Route:

TIP Funding: (All Funding in whole dollars)		Info Only				(Info Only)	
Fund Code	Phase	Program Year	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
OTHER LOCAL	CON	2015	-	-	\$10,000	-	\$10,000
STP-T4-1-LIFE	CON	2015	-	-	\$40,000	-	\$40,000
Project Totals			\$0	\$0	\$50,000	\$0	\$50,000

TIP Funding by Fund Source	
OTHER LOCAL	\$ 10,000
STP	\$ 40,000
TOTAL	\$ 50,000

TIP Funding by Phase	
ENV:	-
PSE:	-
PE:	-
ROW:	-
CON:	\$50,000
TOTAL:	\$50,000

TIP Funding by Fund Code	
OTHER LOCAL	\$10,000
STP-T4-1-LIFE	\$40,000
TOTAL:	\$50,000

13

End of Project Version: 3
End of TIP ID: SOL110034

Report Total Funding

(All Funding in whole dollars)

Info Only	Funding Outside TIP						Total	
	(Info Only)							
Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Later
\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0	null	null	null	\$ 0
				\$ 0				\$ 50,000

Transportation Improvement Program (TIP)

Project Listing Report 2013 TIP

TIP ID: SOL130016
 Version: 2
 Revision: 2013-16
 Status: ACTIVE
 RTP ID: 240605
 RTP CYCLE: PLANBAYAREA
 CTIPS ID: 20600005740
County: Solano
 Sponsor: Vacaville
 Implementing Agency: Vacaville

Project Name: Vacaville SRTS Infrastructure Improvements
 ITS Project: No
 Review: AA
Project Description: In Vacaville: In the vicinity of Vacaville High and Foxboro Elementary: Construct capital improvements including sidewalk, curb ramps and extensions, crosswalks, bike network improvements and signage and safety improvements

Transportation System: Local Road
 Mode: BIKE/PE:100%
 Purpose: System/Travel Demand Management
 Highway Route:
Project Type: Sidewalk

TIP Funding: (All Funding in whole dollars)		Info Only				(Info Only)	
Fund Code	Phase	Program Year	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
CMAQ-T4-2-OBAG	PE	2014	-	\$26,500	-	-	\$26,500
OTHER LOCAL	PE	2014	-	\$3,500	-	-	\$3,500
CMAQ-T4-2-OBAG	ROW	2015	-	-	-	-	-
OTHER LOCAL	ROW	2015	-	-	-	-	-
CMAQ-T4-2-OBAG	CON	2016	-	-	-	\$276,707	\$276,707
OTHER LOCAL	CON	2016	-	-	-	\$35,900	\$35,900
Project Totals			\$0	\$30,000	\$0	\$312,607	\$342,607

TIP Funding by Fund Source	
CMAQ	\$ 303,207
OTHER LOCAL	\$ 39,400
TOTAL	\$ 342,607

TIP Funding by Phase	
ENV:	-
PSE:	-
PE:	\$30,000
ROW:	-
CON:	\$312,607
TOTAL:	\$342,607

End of Project Version: 2
 End of TIP ID: SOL130016



DATE: August 18, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Background:

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

STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2014-15 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on July 18, 2014 (Attachment A). For FY 2013-14, STA Board approved projects in June 2013 as shown in Attachment B.

Discussion:

In July 2014, the STA Board approved the STAs Overall Work Plan for FY 2014-15 and FY 2015-16 which include a number of transit projects, programs, and studies. At this time, staff is recommending approval of a comprehensive list of program studies and projects to be funded by the FY 2014-15 STAF based on a combination of overall work program tasks, STA Board priorities and requests by individual transit operators. These proposed projects are listed on Attachments C and discussed below.

Northern County STAF

The STA utilizes STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These have been typical activities funded by STAF funds with a focus on countywide services and priorities. For FY 2014-15, the Northern Counties apportionment is \$1,762,018. There is \$3,612,179 in projected carryover that includes \$127,711 in previous year carryover and interest and \$3,484,468 in committed funds.

The projects that will be presented for the STA Board for consideration are continued funding of Intercity Bus Replacement, Implementation of the Transit Corridor, Transit Planning and Coordination, SolanoExpress Marketing, Mobility Management, P3 at Transit Facilities (Curtola Park and Ride) and the Benicia Intermodal (Attachment C).

The STA Board approved funding to be set-a-side for future years. These committed funds are shown in Attachment D. Almost \$3 million has been reserved for the intercity bus replacement.

Regional Paratransit STAF

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In Fiscal Year (FY) 2013-14, the STA Board approved funding for projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program has been identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major projects funded was the Countywide In-Person ADA Eligibility Program. For FY 2014-15, the Regional Paratransit apportionment is \$342,952. There is \$944,579 in the projected carryover that includes \$425,508 in prior year's carryover and interest and over \$519,071 in committed funds.

Some of the projects that will be presented for the STA Board for consideration are continued funding of ADA in-person Eligibility, Paratransit Coordinating Council, Senior and People with Disabilities Transportation Advisory Committee, Intercity Paratransit, and Mobility Management (Attachment C). STA staff intends to dedicate these funds for future year funding of the Mobility Management Program and Intercity Paratransit/Taxi Scrip Program.

Fiscal Impact:

This project list to be funded with State Transit Assistance funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for these programs and projects.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 STAF priorities as specified in Attachment C.

Attachments:

- A. FY 2014-15 STAF Solano population-based fund estimate (MTC Reso. 4133, 7/18/2014)
- B. Population-based STAF FY 2013-14 Approved Projects
- C. Population-based STAF FY 2014-15 Recommended Projects
- D. Population-based STAF Committed Funds

**FY2014-15 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

FY2013-14 STA Revenue Estimate		FY2014-15 STA Revenue Estimate				F=Sum(D-E)
1. State Estimate ³ (Aug. 13)		4. Projected Carryover (Feb. 14)				\$47,217,449
2. Actual Revenue (Aug. 14)		5. State Estimate ⁴ (Feb. 14)				\$36,003,759
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)				\$83,221,208
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A-C)	E	F=Sum(D-E)
Apportionment Jurisdictions	6/30/2013 Balance (w/interest) ¹	FY2012-14 Outstanding Commitments ²	FY2013-14 Revenue Estimate ⁵	6/30/2014 Projected Carryover	FY2014-15 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	0	(1,134,283)	1,142,597	8,314	1,082,659	1,090,973
Napa	0	(585,756)	617,475	31,719	585,084	616,803
Solano/Vallejo ⁵	3,366,869	(1,614,257)	1,859,567	3,612,179	1,762,018	5,374,197
Sonoma	1	(1,417,052)	2,185,336	768,285	2,070,698	2,838,983
CCCTA	1	(2,149,883)	2,166,027	16,145	2,052,402	2,068,547
ECCTA	0	(1,239,047)	1,308,377	69,330	1,239,743	1,309,073
LAVTA	902,754	(910,658)	895,116	887,213	848,161	1,735,374
Union City	0	(310,984)	313,360	2,377	296,922	299,299
WCCTA	1	(272,298)	288,574	16,277	273,436	289,713
SUBTOTAL	4,269,627	(9,634,218)	10,776,430	5,411,839	10,211,123	15,622,962
Regional Paratransit						
Alameda	0	(1,183,448)	1,183,258	(190)	1,121,187	1,120,997
Contra Costa	0	(839,356)	837,607	(1,749)	793,668	791,919
Marin	0	(160,388)	161,613	1,225	153,135	154,360
Napa	14,835	(146,264)	131,066	(363)	124,191	123,828
San Francisco	0	(938,549)	938,819	270	889,571	889,841
San Mateo	99,507	(563,725)	462,883	(1,335)	438,601	437,266
Santa Clara	0	(1,325,748)	1,325,748	0	1,256,203	1,256,203
Solano	812,640	(230,000)	361,939	944,579	342,952	1,287,531
Sonoma	1,551	(358,175)	518,420	161,796	491,225	653,021
SUBTOTAL	928,534	(5,745,653)	5,921,353	1,104,233	5,610,733	6,714,966
Lifeline						
Alameda	379,910	(192,881)	2,384,718	2,571,748	2,496,315	5,068,063
Contra Costa	635,244	(594,738)	1,346,848	1,387,354	1,409,876	2,797,230
Marin	13,306	0	261,613	274,919	273,855	548,774
Napa	279,157	(279,049)	220,273	220,381	230,581	450,962
San Francisco	5,361,435	(971,579)	1,315,298	5,705,153	1,376,849	7,082,002
San Mateo	408,247	(352,914)	760,955	816,288	796,566	1,612,854
Santa Clara	5,736,825	0	2,381,850	8,118,674	2,493,313	10,611,987
Solano	855,224	(854,884)	583,569	804,342	610,878	1,194,786
Sonoma	56,684	(39,144)	786,802	804,342	823,622	1,627,964
MTC Mean-Based Discount Project	993,696	(693,696)	0	300,000	0	300,000
JARC Funding Restoration ⁷	0	0	1,051,884	1,745,580	0	1,745,580
SUBTOTAL	14,719,727	(3,978,885)	11,093,809	22,528,347	10,511,854	33,040,201
MTC Regional Coordination Program⁶						
BART to Warm Springs	36,589,800	(29,314,322)	10,205,400	17,480,878	9,670,049	27,150,927
eBART	326,814	0	0	326,814	0	326,814
SamTrans	326,814	0	0	326,814	0	326,814
GRAND TOTAL	\$57,199,840	(\$48,673,078)	\$37,996,992	\$47,217,449	\$36,003,759	\$83,221,208

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. The FY2013-14 STA revenue generation based on the \$392 million estimated in the enacted FY2013-14 State Budget.
4. The FY2014-15 STA revenue generation based on the \$373 million estimated in the proposed FY2014-15 State Budget.
5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Committed to Clipper® and other MTC Customer Service projects.
7. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY15 Lifeline funds, and re-assigning \$694K of MTC's Means-Based Discount Project balance.

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Fiscal Year 2013-14 Approved Funding Priorities

State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Approved	
		FY2013-14	
		Northern County	Regional Paratransit
	Beginning Balance	\$ 1,845,462	\$ 359,194
FY2013-14 Recommended Funding Priorities	Claimant	Project Amount	Project Amount
Transit Planning and Coordination	STA	\$ 280,333	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans	STA/Benicia/SolTrans	\$ 70,000	
P3 (Public Private Partnerships) at Transit Facilities Study (Phase 2) - Curtola Implementation	STA/SolTrans	\$ 75,000	
Suisun City Amtrak Station Rehab and Signage	STA/Suisun City	\$ 150,000	
Transit Coordination Clipper Implementation	STA/Operators	\$ 150,000	
Transit Coordination Implementation-Rio Vista	STA/Rio Vista	\$ 50,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing	STA/FAST/SolTrans	\$ 150,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	\$ 150,000	
Mobility Management Program Implementation	STA	\$ 153,129	\$ 129,194
ADA In Person Eligibility	STA		\$ 150,000
PCC	STA		\$ 50,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
Total		\$ 1,845,462	\$ 359,194
Balance		\$ -	\$ -

**Fiscal Year 2014-15 Recommended Funding Priorities
State Transit Assistance Funds (STAF) Population-Based**

Northern County and Regional Paratransit

		Recommended	
		FY2014-15	
		Northern County	Regional Paratransit
	Balance	\$ 5,374,197	\$ 1,287,531
	Committed Funds	\$ 3,484,468	\$ 519,071
	Available for Programming	\$ 1,889,729	\$ 768,460
FY 2014-15 Recommended Priority Projects		Northern County STAF	Regional Paratransit STAF
Transit Planning and Coordination	STA	\$ 386,186	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Transit Coordination Implementation - Financial Services	STA/Rio Vista	\$ 71,000	
P3 (Public Private Partnerships) at Transit Facilities Study - Curtola	STA/SolTrans	\$ 100,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing*	STA/FAST/SolTrans	\$ 25,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	\$ 250,000	
Benicia Intermodal	STA/Benicia	\$ 200,000	
PCC	STA		\$ 40,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
Intercity Paratransit Program/Taxi Scrip Transition	STA		\$ 140,000
Mobility Management Program Implementation	STA	\$ 210,000	\$ 6,000
ADA In Person Eligibility	STA		\$ 200,776
	Total	\$ 1,859,186	\$ 416,776
	Ending Balance	\$ 30,543	\$ 351,684

*SolanoExpress FY 2014-15 Budget includes a carryover of ~ \$125,000. The available amount for FY 2014-15 will be ~ \$150,000.

**Fiscal Year 2014-15 Committed Funds
State Transit Assistance Funds (STAF) Population-Based**

Northern County and Regional Paratransit

		Committed FY2014-15	
		Northern County	Regional Paratransit
		Committed Funds	Committed Funds
		\$ 3,484,468	\$ 519,071
FY 2014-15 Committed Funding Projects	Claimant	Northern County STAF	Regional Paratransit STAF
Solano Passenger Rail Study	STA	\$ 45,000	
SR-12 Jameson Canyon 5311 (f) Match	STA/Napa	\$ 332,690	
Intercity Bus Replacement	STA	\$ 2,910,224	
CTSA/Mobility Management Programs	STA	\$ 153,129	
Alt Fuel Study/CNG Feasibility Study Match	STA	\$ 9,500	
Benicia Transit Site Plan	Benicia	\$ 25,000	
SolTrans Schedules, Capital Project	STA	\$ 8,925	
Mobility Management Program Implementation	STA		\$ 519,071
	Total	\$ 3,484,468	\$ 519,071
	Ending Balance	\$ -	\$ -

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DATE: August 18, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: 2014 Solano Express Intercity Ridership Survey and Analysis

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past several years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every two to three years.

Discussion:

To meet multiple needs other than just the ITF Agreement, the 2014 Ridership Survey consisted of an on-board survey as well as on and off counts and on-time performance. The information from the ridership study is also essential information for the upcoming Phase II of the I-80/I-680/I-780/SR 12 Transit Corridor Study. In addition, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) requested their local routes to be surveyed. These surveys will be presented to the Consortium in September.

The consulting firm Quantum Market Research (QMR) was selected to complete the updated Ridership Study. The ridership data was collected in March/April 2014 for the intercity routes and April/May 2014 for the local routes. Passengers on/off counts and on time performance have been collected as well to assist in identifying productivity and compare across routes and systems. The results for Solano Express Intercity Ridership Survey and Analysis are presented in Attachment A. Staff will provide a summary at the meeting.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the 2014 Solano Express Intercity Ridership Survey and Analysis Report as shown in Attachment A.

Attachment: (Note: This attachment will be provided to the Consortium members under separate cover. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. 2014 Solano Express Intercity Ridership Survey and Analysis Report

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DATE: August 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Helene Buchman, SolTrans Planning and Operations Manager
Liz Niedziela, Transit Program Manager
RE: Status of SolTrans System Restructure Project

Background:

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding (ITF) Working Group, and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

A key component of the agreement is the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. An additional key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions. Another key component is that all proposed fare and service changes shall be presented by the intercity operators to the ITFWG at least 90 days prior to implementation and in sufficient time for the ITFWG's consideration.

Discussion:

In 2013, SolTrans initiated an analysis of their fixed route system to identify opportunities to enhance the service provided to the riders and encourage more people to take advantage of public transportation. SolTrans requested STA staff to add the Status of SolTrans System Restructure Project to the Consortium agenda as an informational item (Attachment A) which also includes a PowerPoint, SolTrans Potential Service Improvements (Attachment B).

Recommendation:

Informational.

Attachments:

- A. Status of SolTrans System Restructure Project Staff Report
- B. PowerPoint, SolTrans Potential Service Improvements

*AGENDA ITEM:
AUGUST XX, 2014*



TO: SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM
PRESENTER: HELENE BUCHMAN, PLANNING AND OPERATIONS MANAGER
SUBJECT: STATUS OF SOLTRANS SYSTEM RESTRUCTURE PROJECT
ACTION: INFORMATIONAL

BACKGROUND:

In 2013, SolTrans initiated an analysis of our fixed route system and demand response services to identify opportunities to enhance the service we provide our riders and encourage more people to take advantage of public transportation. ARUP North America was enlisted to undertake the analysis of our fixed route system, and using our adopted Short Range Transit Plan as the basis, propose cost-effective alternatives to our existing route structure and operating characteristics. This effort included integrated on-board ridership sampling, a comprehensive review of market demographics, and a review of public feedback received over the course of the last two years.

In March, 2014, SolTrans staff provided the SolTrans Board of Directors with an overview of transit planning strategies and existing conditions. Staff went back to the board in May 2014 to provide potential options for service expansion based on three service themes, including:

- **“Fix It”** –Improve our existing network by realigning or modifying routes and relocating stops to improve the customer experience and increase safety and efficiency.
- **“Invest in the Core”** – Increase bus service on corridors where we currently have the most riders by increasing service frequencies, extending hours of service, and providing expanded weekend service on Saturdays and Sundays.
- **“Capture New Markets”** – Provide expanded transit service in areas where regular fixed route service does not currently exist, like in Benicia and Mare Island.

In June, 2014, the Board of Directors heard a presentation on proposed service improvements recommended by the System Restructuring Study and directed staff to conduct outreach on a set of preferred route and schedule enhancements.

DISCUSSION:

The route recommendations presented to the SolTrans Board of Directors included specific recommendations for Solano Express services. These recommendations are detailed here.

Table 1: Details of Preferred Fixed Route Operating Scenario

Route	Enhancement / Modification
1	<ul style="list-style-type: none"> • Long term vision to implement bi-directional service along Sonoma Blvd. • Operate 30-minute weekday service all day
2	<ul style="list-style-type: none"> • Operate bi-directional service via Corcoran • Shift route to Fairgrounds Drive and turn bus at Solano Community College • Create bi-directional service for Gateway Plaza • Operate 30-minute weekday service all day
3	<ul style="list-style-type: none"> • Long-term vision to operate bi-directional service for south Vallejo and discontinue Glen Cove Landing segment
4	<ul style="list-style-type: none"> • Discontinue loop serving CVS at Sonoma Blvd. • Operate bi-directional service from Sereno Transit Center via upper Tuolumne
5	<ul style="list-style-type: none"> • Combine branched service into single route on portions of Sereno and Redwood
6	<ul style="list-style-type: none"> • Split one-way loop route into two separate, bi-directional routes (one operating on Tennessee and the other on Benicia) • Discontinue Ascot/Columbus Parkway service
7	<ul style="list-style-type: none"> • Move bus stops along Columbus Parkway (at Hilary & Ascot) • Operate 30-minute weekday service all-day
76/78/ 80s	<ul style="list-style-type: none"> • Integrate Route 76 into Route 78 for productivity purposes; consolidate Route 80S with Route 78.
85	<ul style="list-style-type: none"> • Streamline service to run on SR37 and I-80 • Serve both SCC campuses

In addition to proposed restructure of some existing routes, the Board indicated interest in making operational changes to key routes in an effort to provide additional service and opportunities to make connections. These operational improvements could include added headways, longer spans of service and adding weekend trips.

Proposed Improvements on Regional Routes 76/78/80S and 85

In response to previous input and as part of our overall analysis, the project took a look at potential changes to existing intercity routes and current ridership characteristics. The analysis identified opportunities to provide better connections to destinations such as BART, Solano Community College and Fairfield, while enhancing route productivity.

To that end, staff is recommending the integration of Routes 76 and 78 to provide better connections to Diablo Valley College, Sun Valley Mall and Walnut Creek BART. It is additionally recommended to consolidate Route 78 with Route 80S to reduce confusion and provide better weekend connections. For Route 85, the recommendation is to reduce the number of stops and straighten out the route to enable a

better running time, and cut the travel time between Vallejo and Fairfield. This would allow for better travel times to both Solano Community College campuses.

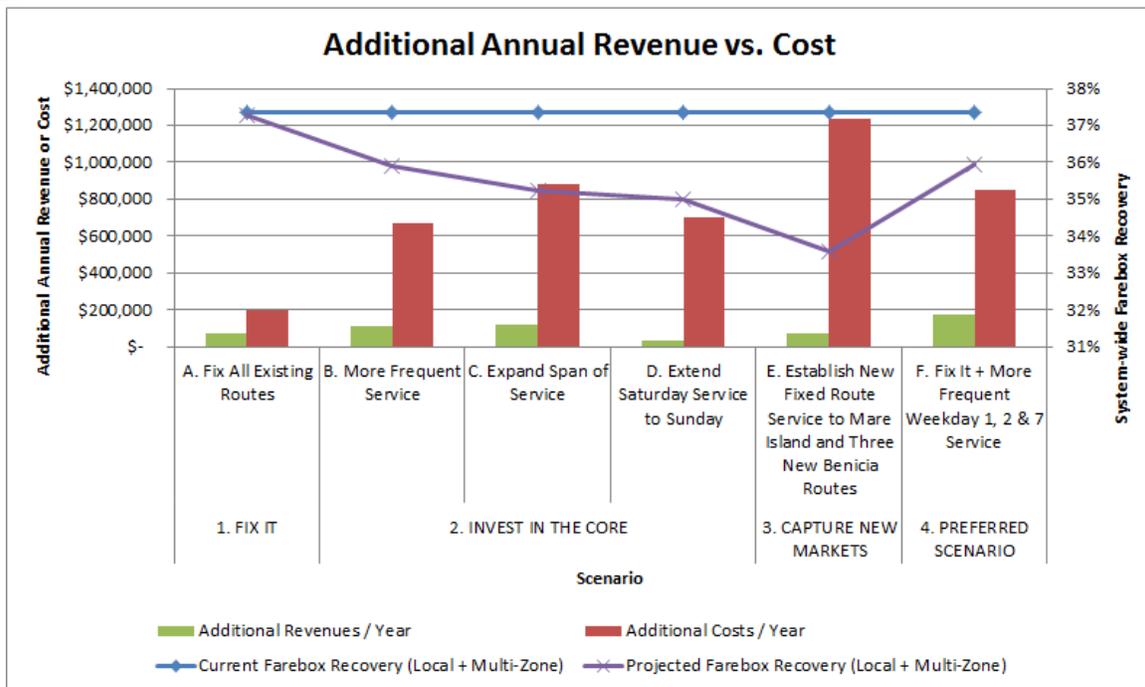
What are the cost and revenue impacts of the proposed changes?

The goals and objectives behind the development of the proposed scenarios revolve around increasing ridership and improving productivity. Any changes to current conditions will affect riders in some form, whether it is positive or negative. The Board directed staff to better understand potential ridership benefits and impacts on affected routes. The analysis to date has examined the potential costs of each scenario and estimated potential increases in ridership. Preliminary estimates indicate that the Board’s preferred scenario would generate about \$177,000 in additional revenues and \$849,000 in additional operating costs. System-wide farebox recovery would be about 36%.

For the proposed modifications to the regional routes 76/78/80S and 85, the objective is to have them be cost-neutral, while at the same time attractive to new riders.

Table 2 compares the additional costs of the proposed scenarios with the estimated revenues and farebox recovery.

Table 2:



What are the capital cost implications for these strategies?

Capital investments are required for several of the “Fix It” strategies. These investments may include new bus stop signs and pullouts, new/expanded curb, gutter and sidewalk, as well as newly striped crosswalks.

Preliminary costs for capital improvements and infrastructure for “Fix It” strategies are estimated to be between \$600,000-\$700,000. Routes 5, 78, and 80S require no additional improvements.

Public Outreach

In June, the SolTrans Board directed staff to reach out to the community and get feedback on the preferred scenario.

Table 3: Outreach Events for System Restructure

Date	Time	Event	Location
8/2/2014	9:00 a.m. - 1:00 p.m.	Farmer's Market - Vallejo	Georgia St. and Marin St., Vallejo
8/7/2014	4:00 p.m. - 8:00 p.m.	Farmer's Market - Benicia	Main St., Benicia
8/12/2014	5:00 p.m. - 8:00 p.m.	Vallejo Community Meeting	North Vallejo Community Center
8/13/2014	5:00 p.m. - 8:00 p.m.	Vallejo Community Meeting	South Vallejo Community Center
8/19/2014	5:00 p.m. - 8:00 p.m.	Benicia Community Meeting	Benicia City Library

At each event, staff explained the proposed route and schedule alternatives. Those who were interested were invited to complete a survey. Outreach materials included display binders with individual routes depicted in their current and proposed configurations as well as the list of routes that would have increased frequencies and service hours

In addition to the public meetings and tabling at events, we have uploaded all of the outreach material to the SolTrans website. Those who are interested can also fill out and submit a survey online. Notices have been placed on the buses and at the Ticket Office. We will also continue accepting public input via our website throughout August and into the fall.

Staff has also taken the opportunity to talk to our bus operators to get their sense of the proposed operational strategies. Planning staff spent time visiting with NEXT staff in mid August to discuss the preferred alternatives, answer questions and get input.

NEXT STEPS

SolTrans staff will synthesize all of the input received and will provide a comprehensive report to the Board of Directors on our findings at the September, 2014 meeting. At that time, we will discuss any recommended changes or modifications to the proposed preferred scenario, and ask the Board for direction to do outreach on that final set of strategies. We will go back to the Board in October with a final recommended service restructuring scenarios.

As these strategies are refined and with the guidance of the SolTrans Board of Directors, staff will bring them to the Intercity Consortium in September for consideration.

Attachment: Potential Service Improvements Public Outreach Materials

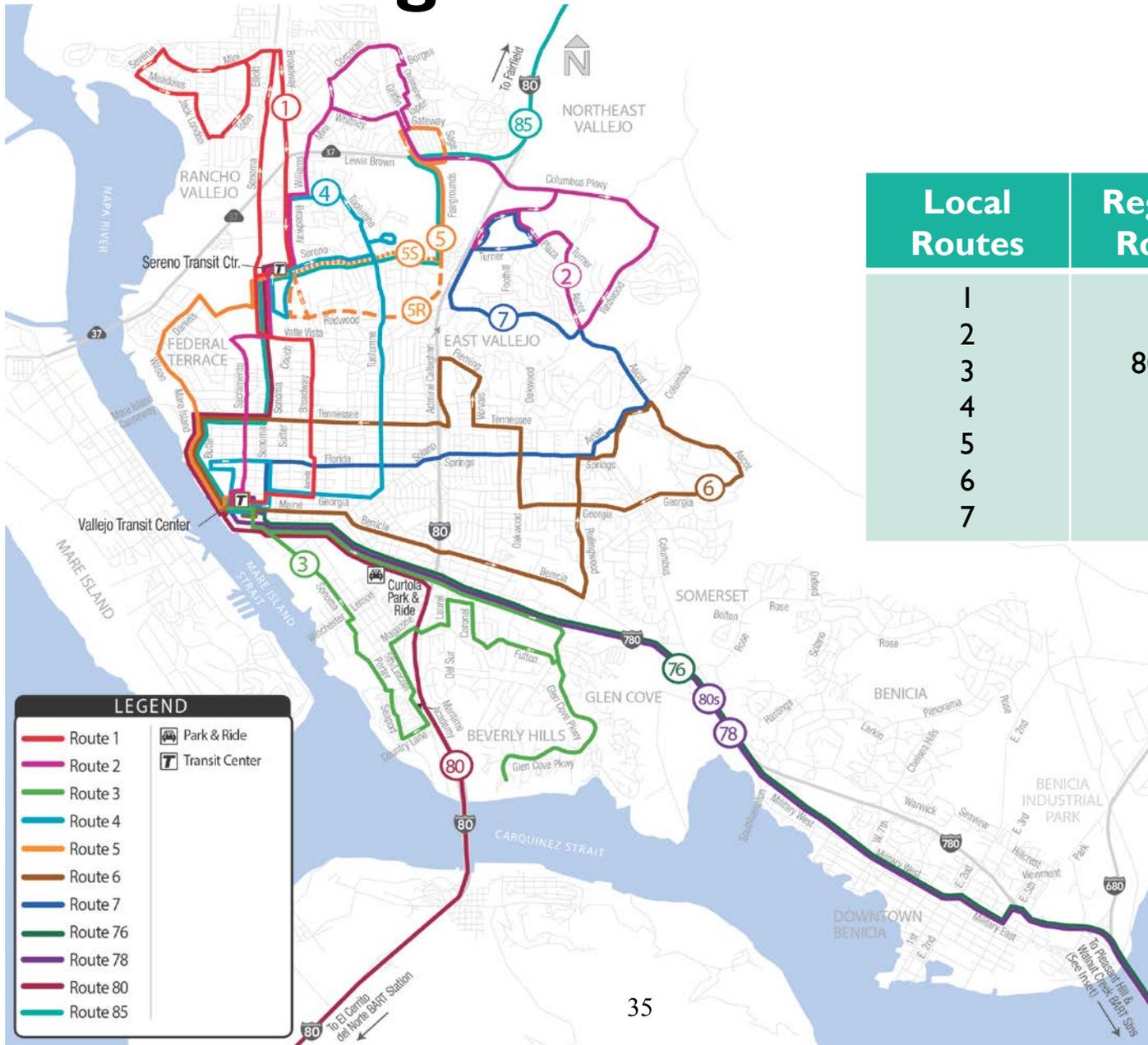
POTENTIAL SOLTRANS SERVICE IMPROVEMENTS

Public
Outreach
August 2014

Goals

- **Customer-friendly and convenient service**
- **Reliable on-time service**
- **Frequent and faster service**
- **Direct routes**

Existing SolTrans Service



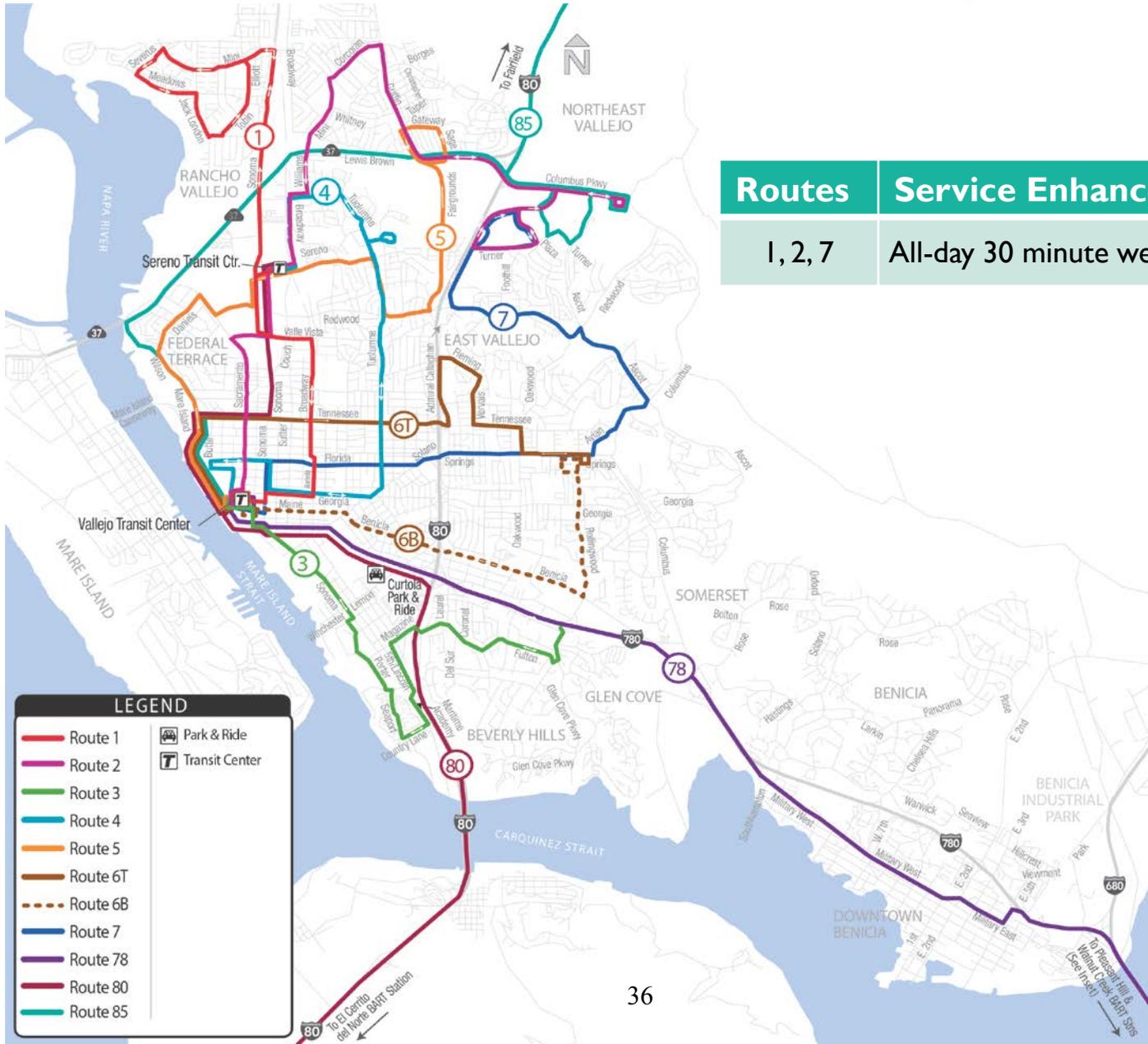
Local Routes	Regional Routes
1	76
2	78
3	80/80s
4	85
5	
6	
7	

LEGEND

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 76
- Route 78
- Route 80
- Route 85

- Park & Ride
- Transit Center

Proposed Route Changes



Project Timeline

August 2014	Public meetings and review
September	Report to Board of Director on input received
October	Board adopts SolTrans system improvement plan
January 2015	Implementation of service improvements begins
2015 and beyond	Additional service improvements implemented

Details of Potential Service Improvements: Local

Route	Enhancements
1	<ul style="list-style-type: none"> • Bi-directional service along Sonoma Blvd. • 30 minute weekday service all-day
2	<ul style="list-style-type: none"> • Bi-directional service via Corcoran • Shift route to Fairgrounds Drive and turn bus at Solano Community College • Bi-directional service for Gateway Plaza • Operate 30 minute weekday service all-day
3	<ul style="list-style-type: none"> • Bi-directional service for south Vallejo and discontinue Glen Cove Landing segment
4	<ul style="list-style-type: none"> • Bi-directional service from Sereno Transit Center via upper Tuolumne • Discontinue loop serving CVS at Sonoma Blvd.
5	<ul style="list-style-type: none"> • Combine branched service into single route on portions of Sereno and Redwood
6	<ul style="list-style-type: none"> • Split one-way loop route into two separate, bi-directional routes (one operating on Tennessee and the other on Benicia) • Discontinue Ascot / Columbus Parkway service
7	<ul style="list-style-type: none"> • Move bus stops along Columbus Parkway (at Hilary & Ascot) • Operate 30 minute weekday service all-day

Details of Potential Service Improvements: Regional

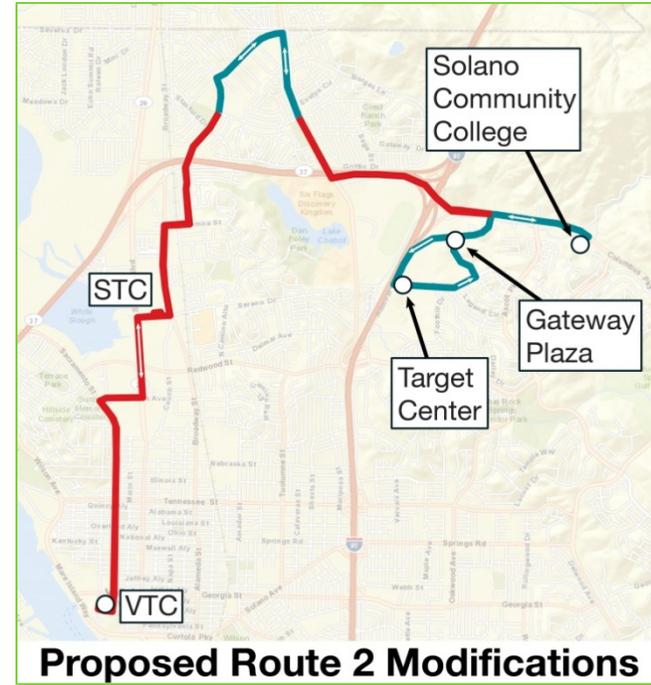
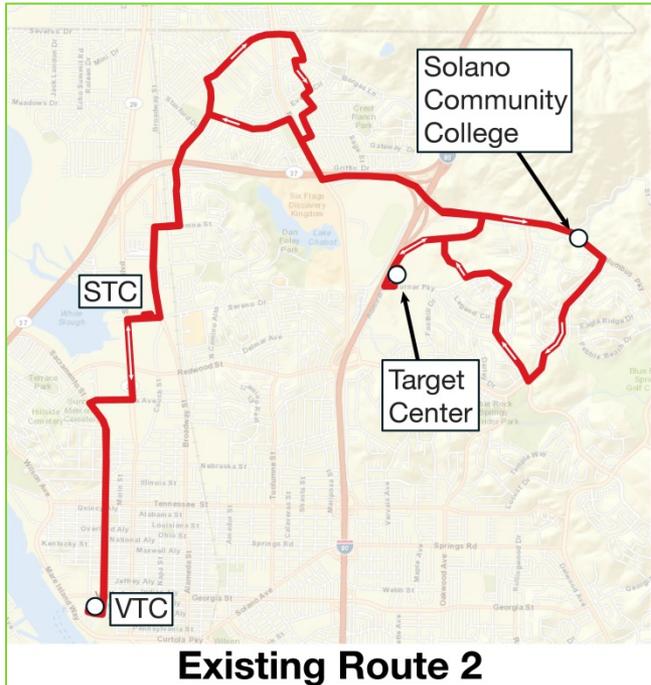
Route	Enhancements
76/78/ 80s	<ul style="list-style-type: none">• Integrate Route 76 into Route 78 for productivity purposes; consolidate Route 80s with Route 78
85	<ul style="list-style-type: none">• Streamline service to run on SR37 and I-80• Serve both SCC campuses

Route 1 Proposed Strategy



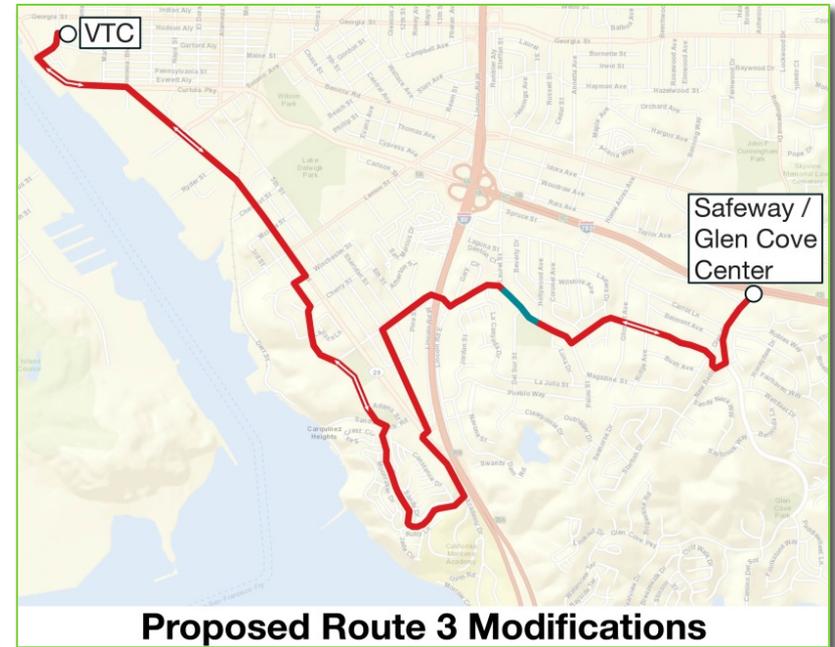
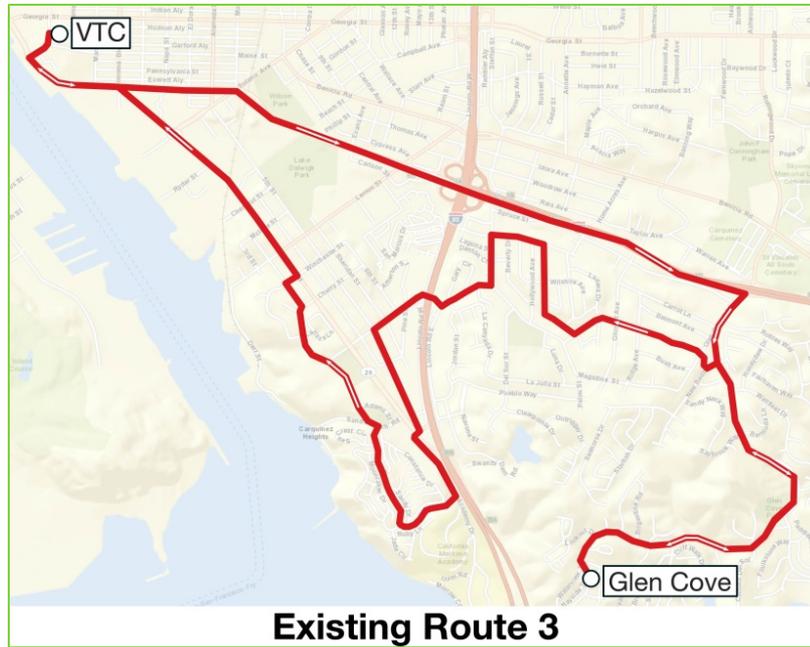
- **30-minute all day service in both directions**
- **Operate on Sonoma Blvd.**
- **No more Route 1 on Broadway**

Route 2 Proposed Strategy



- **30-minute service all day**
- **Operate in both directions**
- **Shift to Fairgrounds Drive**
- **Discontinue Columbus Parkway Loop**
- **Stop at Gateway Plaza**

Route 3 Proposed Strategy



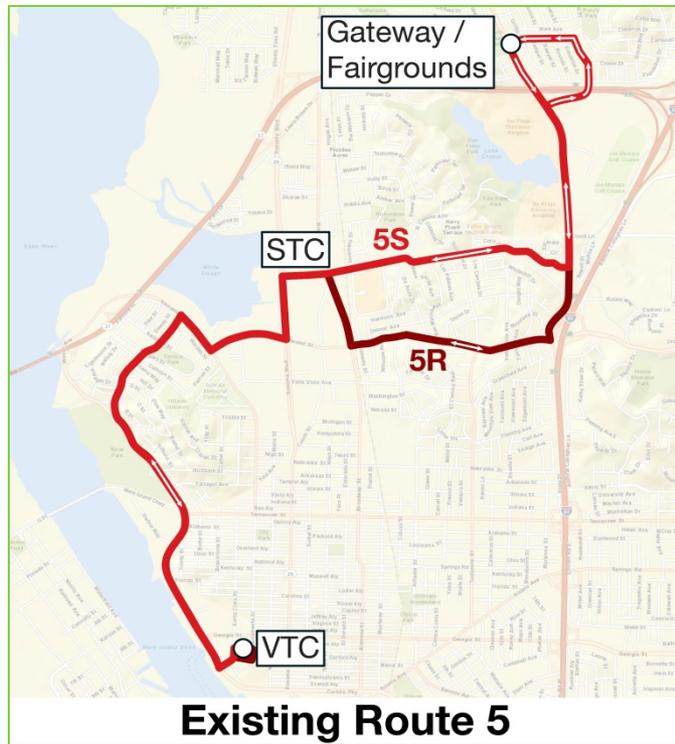
- **Discontinue service to Glen Cove**
- **Turn around near Safeway**
- **Two-way service on the entire route**

Route 4 Proposed Strategy



- **Discontinue loop on Sonoma Blvd. at Sereno**
- **Operate in both directions**
- **Discontinue the portion of the route on Sereno Blvd.**
- **Operate in both directions on Butte St.**

Route 5 Proposed Strategy



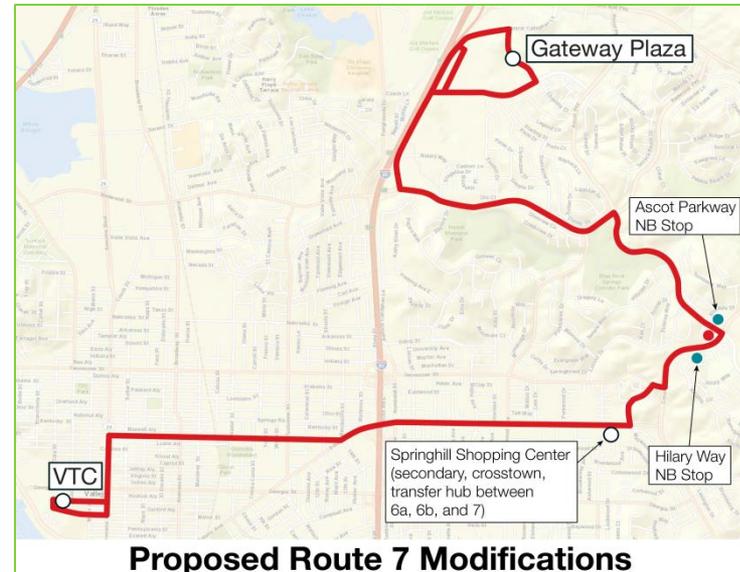
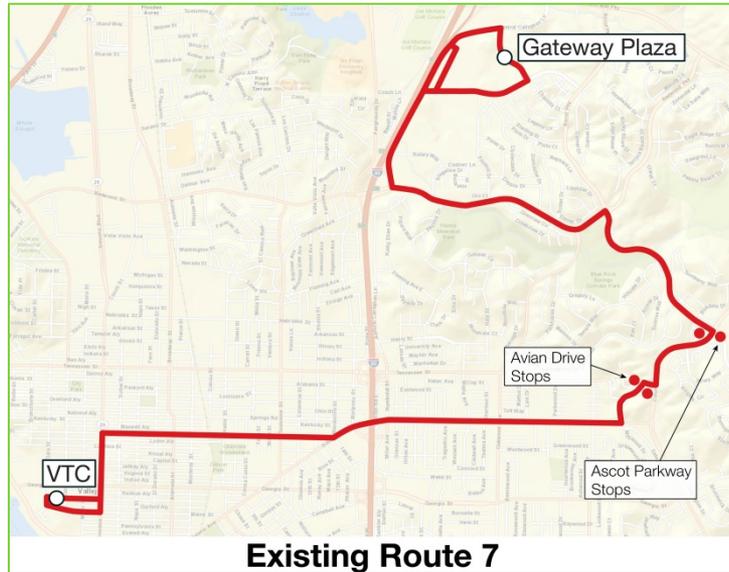
- **Combine 5S and 5R into a single bi-directional route**
- **Operate on Sereno, west of Tuolumne**
- **Operate on Redwood, east of Tuolumne**

Route 6 Proposed Strategy



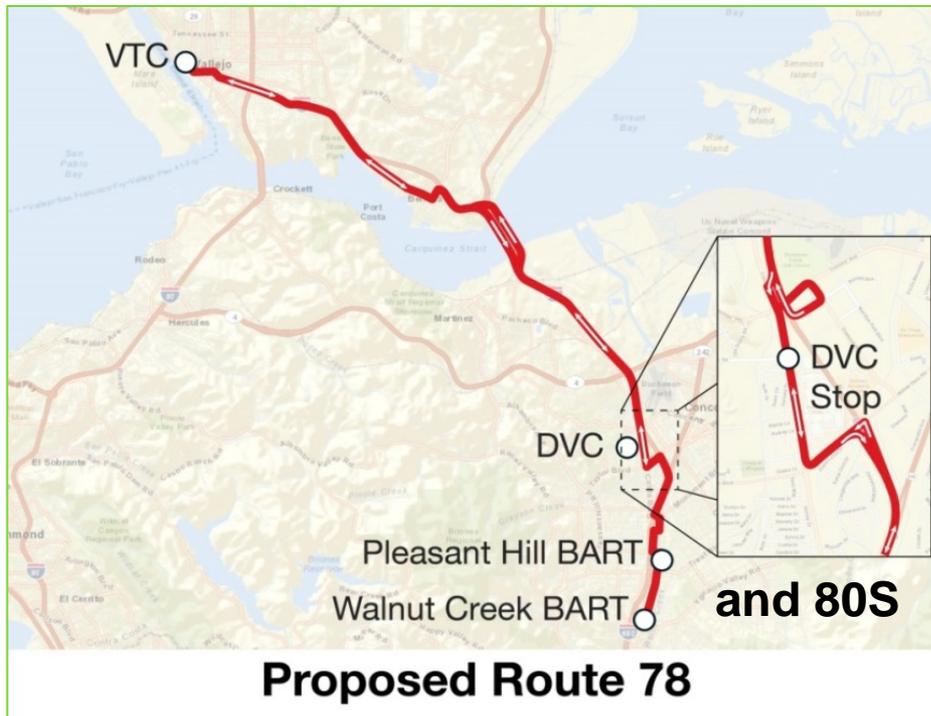
- **Split route into two routes that operate bi-directionally**
- **Terminate at the VTC and Springhill Shopping Center**
- **Eliminate service along Columbus Parkway**

Route 7 Proposed Strategy



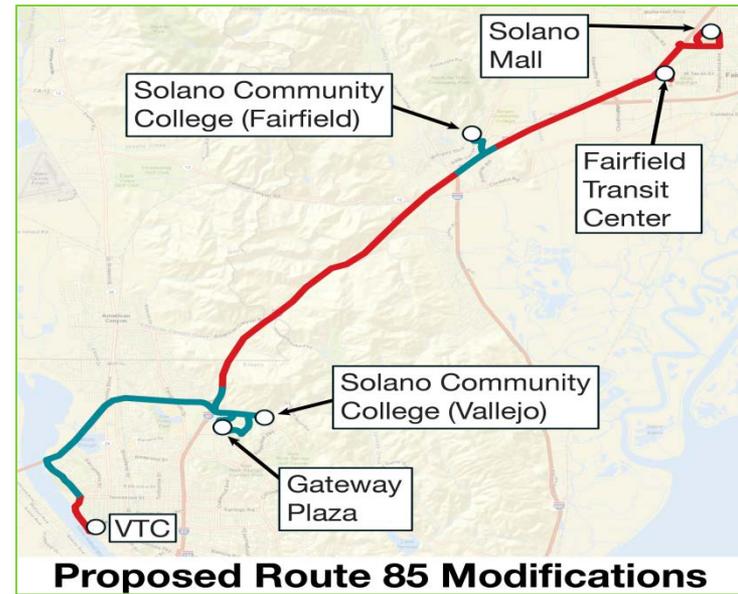
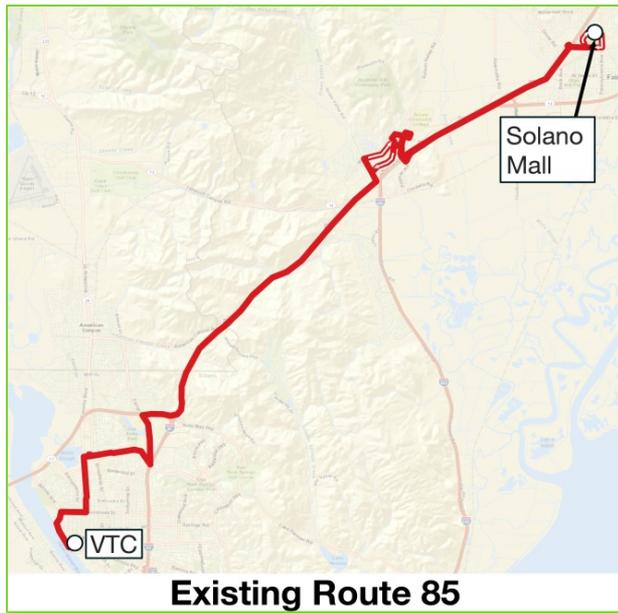
- ▶ **Operate 30 minute all-day service in both directions**
- ▶ **Move bus stops along Columbus Pkwy (at Hilary & at Ascot for better walking access**

Route 76/78/80s Proposed Strategy



- **Consolidate Route 76 and 80s trips into Route 78**
- **No Pleasant Hill service on Sunday**

Route 85 Proposed Strategy



- **Operate on SR-37 and I-80**
- **Minimize the number of local stops**
- **Provide service to both campuses of Solano CC**
- **Provide service to Gateway Plaza**
- **Should we terminate at Fairfield Transit Center or at Solano Mall?**



DATE: August 13, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Planning Director
RE: Cap and Trade Update - Priorities for Transit Funding

Background:

In an effort to reduce the emissions of greenhouse gases (GHG), the state adopted AB 32, the California Global Warming Solution Act. One of the programs being instituted by the California Air Resources Board (CARB) and California Environmental Protection Agency (CalEPA) is Cap and Trade. In summary, Cap and Trade sets caps for GHG emissions by industry sectors or individual emitters. Transportation is considered an industry sector. Fees are placed on those sectors or emitters that exceed their Cap, and the proceed from these fees are allocated to programs that are expected to result in reduced GHG emissions. Motor vehicle fuel fees will be implemented as of January 1, 2015, and CARB and CalEPA are working on programs to allocate those fees appropriately. The recently-approved state budget assigns responsibility for the allocation of some Cap and Trade funds to the California Strategic Growth Council (SGC), which is directed by a governor-appointed Board.

Discussion:

The California State Transportation Agency will be deciding how to allocate funds from the Transit and Intercity Rail Capital Program & the Low-Carbon Transit Operations Program. Workshops are being held on August 21, 22 and 27, 2014. At these workshops, the background information on the requirements of state law will be provided, and the public can provide feedback to help craft the draft program guidelines. Additional hearings will be held after the draft guidelines are developed.

CARB, CalEPA and SGC have recently begun a series of meetings to determine how to allocate the funds over which they were given budgetary authority. The SGC has indicated that it will work with the California Department of Housing and Community Development (HCD) to allocate some funds. While rules have not been adopted, there appears to be strong pressure to have these funds dedicated directly to supporting the construction of low-income housing.

For all forms of Cap and Trade funding, there are either legislative or agency requirements for some funding to be allocated to projects in or supporting disadvantaged communities. The state has chosen to use the California EnviroScreen 2.0 system, which measures a number of factors such as ozone, fine particulate matter, drinking water contamination, pesticide use, low birth weight and poverty to identify disadvantaged communities. The 12 factors are measured for each census tract, and an aggregate score is given. For Solano county, only one census tract is in the top 10% of EnviroScreen at-risk census tracts - the census tract including the City of Rio Vista and the Montezuma Hills.

STA staff will, whenever possible, attend these workshops, and advocate for policies and selection criteria that support funding of Solano county priority projects. This will include not only projects in the Rio Vista area, but also those projects in the Communities of Concern identified by the Metropolitan Transportation Commission in the cities of Fairfield and Vallejo. Specific transit projects in those communities include the Fairfield Transportation Center, Curtola Transpiration Center and the final phases of the downtown Vallejo transit center and ferry terminal projects.

At the Consortium meeting, STA staff will provide a summary of each Cap and Trade category pertaining to transit and will seek input from Consortium members regarding opportunities to seek funding.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.



DATE: August 15, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Mobility Management Program Update – Travel Training Update and Website Preview

Background:

The Solano County Mobility Management Program is a culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the STA Board unanimously adopted the Solano County Mobility Management Plan.

Countywide Travel Training (for transit) was identified as one of four key elements in the Solano Mobility Management Plan and the Solano Transportation Study for Seniors and People with Disabilities. The Countywide Travel Training Program consists of the following:

1. Volunteer Travel Ambassador Program
2. Transit Training Videos
3. Transit Rider's Guide
4. One-on-One Travel Training

In March, 2014 Nelson Nygaard was retained by STA to develop the Volunteer Travel Training Program infrastructure, produce Transit Training Videos and Rider's Guides for Fairfield and Suisun Transit (FAST), SolTrans, Solano Express Intercity Bus, Dixon Read-Ride and Rio Vista Delta Breeze.

Connections 4 Life and Independent Living Resource Center (ILRC) provided proposals for One-on-One travel training services for Solano County residents. STA Board approved funding and partnership agreements with Connections 4 Life and ILRC on March 12, 2014.

Discussion:

Volunteer Transit Ambassador Program

The first Transit Ambassador volunteer training was held on August 11, 2014. Five volunteers representing FAST and SolTrans riders were present. The next phase of outreach will include an emphasis on recruiting those interested in receiving training. STA staff are collaborating with local senior publications to advertise transit training as part of this effort.

In addition, the Transit Ambassador Trainee brochure has been circulated to individual transit agencies and STA staff for review and is expected to be completed in August for circulation to the public.

Completed outreach materials include the Transit Ambassador recruitment brochure and application, flier, and the take-one bus card. Over 2,000 take-one's were provided in the SolTrans area in addition to several hundred brochures and fliers distributed to SolTrans and FAST and neighboring agencies, including senior and community centers, libraries, the Paratransit Coordinating Council (PCC), Senior Coalition and various other agencies and committees.

Fixed-Route Transit Training Videos

A transit training video for FAST is under review and is scheduled to be completed in August. The SolTrans transit training video is also under revision. Videos for Rio Vista Delta Breeze and Dixon Read-Ride are in production. All videos will be featured on a number of sites including STA's website, the Solano Mobility website scheduled to be launched in August, and each transit agencies websites as a tool to educate the public on the ease of riding fixed-route transit.

Rider's Guide

Full-color drafts of the SolTrans and FAST Rider's Guides are being reviewed and are scheduled to be completed in September. Guides for Rio Vista Delta Breeze and Dixon Read-Ride are currently being designed.

One-on-One Travel Training

Scopes of work for both Connections 4 Life and Independent Living Resource Center have been drafted and are being reviewed. Each organization will expand their one-on-one travel training in Solano County serving members of the community who are physically disabled, cognitively disabled, and who want intercity, regional or more personalized and intensive training.

Solano Mobility Website

The Solano Mobility website is in the final stages of production and a demonstration of the website and its core features will be presented at the August 26, 2014 SolanoExpress Intercity Transit Consortium meeting. The website will provide a variety of resources to the community including, but not limited to local, private and non-profit transportation options, transit training information, a video library, and non-profit services information.

Solano Mobility Call Center

The Solano Mobility Call Center is now the primary contact for the Transit Ambassador program and transit training. Interested persons may contact the call center to learn about the Ambassador program, fill out an interest application and be added to a list for transit training. The call center has also expanded services to include accepting Regional Transit Card (RTC) applications and will distribute Senior Clipper Cards in the near future.

Recommendation:

Informational.



DATE: August 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Compressed Natural Gas (CNG) Feasibility Study Update

Background:

The STA Board approved a 50% match to partner with Solano County Transit (SolTrans), and the cities of Benicia and Dixon to conduct Compressed Natural Gas (CNG) Feasibility Studies. Each of the studies begun on different dates; however, Benicia and Soltrans agreed to retain the same consultant, Clean Energy, to complete their separate studies with the same scope of work.

Discussion:

The STA and its partners are nearing the completion of the Soltrans and Benicia CNG Feasibility Studies and anticipate it to be ready for TAC review in September and the STA Board in October.

In summary, Soltrans CNG Feasibility Study points out that it is a viable candidate for CNG in terms of usage and cost savings. The separate Facility Assessment provides design details to convert their maintenance facility to accommodate CNG vehicles with preliminary cost estimates. In the past, this was the largest hurdle for most agencies. With new technologies and lessons learned, maintenance facility conversion is much more affordable to accommodate CNG. SolTrans is already incorporating the Study's findings into their facility.

Benicia's CNG Feasibility Study results points out there is lack of adequate fleet capacity to support and justify the cost of installing a CNG fueling facility at this time. It also notes that with Soltrans providing bus services further reducing the city's fleet capacity. In addition, Benicia's maintenance facility would be difficult to retrofit the maintenance facility and to accommodate a fueling facility. The recommendation is to not install a CNG facility until further surveys and partnerships are formed with private fleets and vendors to increase the demand for CNG within Benicia. The Benicia CNG study is being further refined to address comments received from Benicia city staff.

Finally, Dixon's CNG Feasibility Study has been delayed. The City of Dixon is currently re-evaluating the scope of work and budget given the initial findings of Benicia's CNG report. The City of Dixon has similar challenges with the City of Benicia in that the city fleet is too small to justify the cost for installing CNG equipment. The scope of work is being revised to had additional tasks that involves partnering with other agencies for cost savings related to vehicle maintenance and fleet capacity.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: August 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Paratransit /Taxi Scrip Transition Update

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.

The potential for this service to grow in the future and the impact on the County's engineering staff prompted Solano County to consider whether the Solano County Department of Resource Management - Engineering Division was the best agency for management and delivery of the 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. 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.

In June 2014 based on this analysis, the STA Board approved the following:

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.

Discussion:

There are three issues that need to be addressed in order for the STA to transition management of the Taxi Scrip Service from the County to STA. The first two are near-term. First would be for 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, STA is planning to retain a consultant or consulting firm with the necessary experience in managing paratransit service to initially transition, manage, and analyze the program.

This 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. The STA is in the process of recruiting for a project manager with the intent to make a selection by October 2014. The project manager will then help make a determination of the second issue.

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

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, the annual cost and service demand will be determined during the initial year of operation. Adjustments will likely need to be made whichever service option is selected.

STA met with Solano County Staff in July 2014 to discuss the transition. STA staff is currently working on the scope of work for the Project Manager and will be submitting this information to Caltrans for review. The draft project schedule is presented in attachment A. STA has a Taxi Scrip agreement with NWC Partners to provide financial assistance for the Intercity Paratransit Transition. STA will be working with the County, and Caltrans to transfer the New Freedom funding for STA to administer. The County mentioned that this item may need to go back to the Board of Supervisors for approval and an update on the status will be provided at future meetings.

Fiscal Impact:

The management of the intercity paratransit service may be funded from a combination of the County and Cities' local TDA funds outlined in the Countywide taxi based Intercity Paratransit MOU and Regional Paratransit State Transit Assistance Funds (STAF).

Recommendation:

Informational

Attachment:

- A. Draft Project Schedule

Draft PROJECT SCHEDULE

August 25, 2014	RFP forwarded to Caltrans for review.
September 15, 2014	RFP issued.
October 1, 2014	Questions concerning RFP and project emailed to eniedziela@sta-snci.com no later than October 1, 2014
October 15, 2014	Answers to questions posted on STA website
<u>October 30, 2014</u>	Proposals are due no later than 3:00 PM on Thursday, October 30 th at the office of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i>
November 6, 2014	Contractor interviews
November 11, 2014	Notified of selected contractor
December 1, 2014	Project commences/Consultant under Contract
December 2014/ January 2015	Consultant to work with County to transition the Intercity Taxi Scrip from Solano County to STA
February - April 2015	Transition of Intercity Taxi Scrip to STA/Initial Modification to Program by STA/STA Analysis and Recommendation of Program
April/May 2015	Develop and Release RFP/Q for Preferred Service Option

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DATE: August 20, 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. A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

On a unanimous, bipartisan vote Monday, August 18, the State Senate sent the Governor legislation by Senator Lois Wolk to enable the modernization and expansion of the SolTrans Curtola Park and Ride Hub in Vallejo, a vital transportation hub in Solano County. Senate Bill (SB) 1368, co-sponsored by STA and SolTrans, if signed by the Governor, will authorize the project's right of way to be transferred by Caltrans to Soltrans, a Joint Powers Authority (JPA). This will enable SolTrans to provide local commuters with greater access to public transportation, carpools, and other modes of transit that are both affordable and help California reach its greenhouse gas emissions reduction goals by incorporating various public private partnership (P3) components into the project as identified by STA's recently completed P3 Feasibility Study. Thanks to the teamwork between all partners involved, including STA's lobbying firm, Shaw/Yoder/Antwih, STA will send a letter requesting the Governor sign SB 1368.

Senator Hernandez introduced Senate Bill (SB) 983 (Attachment A and B) on behalf of Los Angeles Metro, which would authorize the California Transportation Commission (CTC) to review and approve applications for new HOT lane projects around the state. This authority expired at the end of 2012 and was the process used by the Metropolitan Transportation Commission (MTC) to receive authority for the Bay Area's Express Lanes network that includes I-80 and I-680 in Solano County.

With the current language of this bill, Caltrans, MTC, and others would have had the authority to request from the CTC the ability to develop and operate HOT lanes and expand the authority beyond the limitation of 4 HOT lanes networks statewide. Under one version of the bill, STA and other Bay Area Congestion Management Agencies could have been an applicant to operate HOT lanes. SB 983 garnered a lot of interest and discussion. This bill was held in the Assembly Appropriations Committee and is essentially dead for the year. It will most likely come back in the 2014-15 legislative year.

Senate Bill (SB) 1077 (Attachment C and D) introduced by Senator DeSaulnier would establish a mileage-based fee (MBF) Task Force (within the California Transportation Commission) to study MBF alternatives to the gas tax and recommend a pilot program. The bill has worked its way through the Assembly with amendments, and now is headed to the Assembly floor. If it passes, it will go on to the Senate to see if they concur with the Assembly amendments. Next stop after that is the Governor's desk.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. SB 983, Amended August 4, 2014
- B. SB 983 Assembly Transportation Committee Analysis July 10, 2014
- C. SB 1077 Amended August 4, 2014
- D. SB 1077 Assembly Floor Analysis August 18, 2014

AMENDED IN ASSEMBLY AUGUST 4, 2014

AMENDED IN ASSEMBLY JUNE 30, 2014

AMENDED IN ASSEMBLY JUNE 15, 2014

AMENDED IN SENATE MAY 21, 2014

SENATE BILL

No. 983

Introduced by Senator Hernandez

February 11, 2014

An act to amend Section 149.7 of, and to add Section 149.2 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 983, as amended, Hernandez. High-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.

Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.

This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements,

and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities *approved by the commission on or after January 1, 2015*, subject to specified minimum requirements. *The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities.* The bill would additionally authorize ~~specified local transportation authorities~~ and the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission’s cost and expense incurred in processing the application.

This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities. *The bill would also authorize the department to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 149.2 is added to the Streets and
- 2 Highways Code, to read:
- 3 149.2. (a) The department may apply to the commission to
- 4 develop and operate high-occupancy toll lanes, including the
- 5 administration and operation of a value pricing program and
- 6 exclusive or preferential lane facilities for public transit.
- 7 (b) Each application for the development and operation of the
- 8 facilities described in subdivision (a) shall be subject to review
- 9 and approval by the commission pursuant to eligibility criteria
- 10 established by the commission. For each eligible application, the

1 commission shall conduct at least one public hearing in northern
2 California and one in southern California.

3 ~~(e) The department shall reimburse the commission for all of~~
4 ~~the commission's costs and expenses incurred in processing the~~
5 ~~application.~~

6 ~~(d)~~

7 (c) The commission shall establish guidelines for the
8 development and operation of facilities described in subdivision
9 (a) and approved by the commission pursuant to this section,
10 subject to the following minimum requirements:

11 (1) The department shall develop and operate the facilities in
12 cooperation with regional transportation agencies, as applicable,
13 and with the active participation of the Department of the California
14 Highway Patrol.

15 (2) The department shall be responsible for establishing,
16 collecting, and administering tolls.

17 (3) The department shall be responsible for paying for the
18 maintenance of the facilities from net toll revenue.

19 (4) The revenue generated from the operation of the facilities
20 shall be available to the department for the direct expenses related
21 to the maintenance, administration, and operation, including
22 collection and enforcement, of the facilities.

23 (5) All remaining revenue generated by the facilities shall be
24 used in the corridor from which the revenue was generated pursuant
25 to an expenditure plan developed by the department and approved
26 by the commission.

27 (6) This section shall not prevent any *regional transportation*
28 *agency or* local agency from constructing facilities that compete
29 with the facilities approved by the commission and the department
30 shall not be entitled to compensation for the adverse effects on toll
31 revenue due to those competing facilities.

32 ~~(e)~~

33 (d) The department shall provide any information or data
34 requested by the commission or the Legislative Analyst relating
35 to a facility that the department develops or operates pursuant to
36 this section. The commission, in cooperation with the Legislative
37 Analyst, shall annually prepare a report on the progress of the
38 development and operation of a facility authorized under this
39 section. The commission may submit this report as a section in its

1 annual report to the Legislature required pursuant to Section 14535
2 of the Government Code.

3 (e) (1) *The department may issue bonds, refunding bonds, or*
4 *bond anticipation notes, at any time, to finance construction of,*
5 *and construction-related expenditures for, facilities approved*
6 *pursuant to this section, and construction and construction-related*
7 *expenditures that are included in the expenditure plan adopted*
8 *pursuant to paragraph (5) of subdivision (c), payable from the*
9 *revenues generated from the respective facilities.*

10 (2) *Any bond issued pursuant to this subdivision shall contain*
11 *on its face a statement to the following effect:*

12
13 *“Neither the full faith and credit nor the taxing power of the*
14 *State of California is pledged to the payment of principal of, or*
15 *the interest on, this bond.”*

16
17 (f) *Nothing in this section shall authorize the conversion of any*
18 *existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,*
19 *except that a high-occupancy vehicle lane may be converted into*
20 *a high-occupancy toll lane.*

21 SEC. 2. Section 149.7 of the Streets and Highways Code is
22 amended to read:

23 149.7. (a) A regional transportation agency, as defined in
24 subdivision ~~(f)~~, (g), in cooperation with the department, may apply
25 to the commission to develop and operate high-occupancy toll
26 lanes, including the administration and operation of a value pricing
27 program and exclusive or preferential lane facilities for public
28 transit.

29 (b) Each application for the development and operation of the
30 facilities described in subdivision (a) shall be subject to review
31 and approval by the commission pursuant to eligibility criteria
32 established by the commission. For each eligible application, the
33 commission shall conduct at least one public hearing in northern
34 California and one in southern California.

35 (c) A regional transportation agency that applies to the
36 commission to develop and operate facilities described in
37 subdivision (a) shall reimburse the commission for all of the
38 commission’s cost and expense incurred in processing the
39 application.

1 (d) The commission shall establish guidelines for the
2 development and operation of facilities described in subdivision
3 (a) and approved by the commission *on or after January 1, 2015*,
4 pursuant to this section, subject to the following minimum
5 requirements:

6 (1) The regional transportation agency shall develop and operate
7 the facilities in cooperation with the department, and the active
8 participation of the Department of the California Highway Patrol,
9 pursuant to an agreement that addresses all matters related to
10 design, construction, maintenance, and operation of state highway
11 system facilities in connection with the facilities.

12 (2) The regional transportation agency shall be responsible for
13 establishing, collecting, and administering tolls.

14 (3) The regional transportation agency shall be responsible for
15 paying for the maintenance of the facilities from net toll revenue,
16 pursuant to an agreement between the department and the regional
17 transportation agency.

18 (4) The revenue generated from the operation of the facilities
19 shall be available to the regional transportation agency for the
20 direct expenses related to the maintenance, administration, and
21 operation, including collection and enforcement, of the facilities.

22 (5) All remaining revenue generated by the facilities shall be
23 used in the corridor from which the revenue was generated pursuant
24 to an expenditure plan adopted by the regional transportation
25 agency.

26 (6) This section shall not prevent the department or any local
27 agency from constructing facilities that compete with the facilities
28 approved by the commission and the regional transportation agency
29 shall not be entitled to compensation for the adverse effects on toll
30 revenue due to those competing facilities.

31 (e) A regional transportation agency that develops or operates
32 a facility, or facilities, described in subdivision (a) shall provide
33 any information or data requested by the commission or the
34 Legislative Analyst. The commission, in cooperation with the
35 Legislative Analyst, shall annually prepare a report on the progress
36 of the development and operation of a facility authorized under
37 this section. The commission may submit this report as a section
38 in its annual report to the Legislature required pursuant to Section
39 14535 of the Government Code.

1 (f) (1) A regional transportation agency may issue bonds,
 2 refunding bonds, or bond anticipation notes, at any time, to finance
 3 construction of, and construction-related expenditures for, facilities
 4 approved pursuant to this section, and construction and
 5 construction-related expenditures that are included in the
 6 expenditure plan adopted pursuant to paragraph (5) of subdivision
 7 (d), payable solely from the revenues generated from the respective
 8 facilities.

9 (2) Any bond issued pursuant to this subdivision shall contain
 10 on its face a statement to the following effect:

11
 12 “Neither the full faith and credit nor the taxing power of the
 13 State of California is pledged to the payment of principal of, or
 14 the interest on, this bond.”

15
 16 (f)

17 (g) Notwithstanding Section 143, for purposes of this section,
 18 “regional transportation agency” means any of the following:

19 (1) A transportation planning agency described in Section 29532
 20 or 29532.1 of the Government Code.

21 (2) A county transportation commission established under
 22 Section 130050, 130050.1, or 130050.2 of the Public Utilities
 23 Code.

24 (3) Any other local or regional transportation entity that is
 25 designated by statute as a regional transportation agency.

26 (4) A joint exercise of powers authority established pursuant to
 27 Chapter 5 (commencing with Section 6500) of Division 7 of Title
 28 1 of the Government Code, with the consent of a transportation
 29 planning agency or a county transportation commission for the
 30 jurisdiction in which the transportation project will be developed.

31 ~~(5) A local transportation authority designated pursuant to~~
 32 ~~Division 12.5 (commencing with Section 131000) or Division 19~~
 33 ~~(commencing with Section 180000) of the Public Utilities Code.~~

34 (6)

35 (5) The Santa Clara Valley Transportation Authority established
 36 pursuant to Part 12 (commencing with Section 100000) of Division
 37 10 of the Public Utilities Code.

38 (h) Nothing in this section shall authorize the conversion of any
 39 existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,

- 1 *except that a high-occupancy vehicle lane may be converted into*
- 2 *a high-occupancy toll lane.*

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BILL ANALYSIS

SB 983
Page 1

Date of Hearing: June 23, 2014

ASSEMBLY COMMITTEE ON TRANSPORTATION
Bonnie Lowenthal, Chair
SB 983 (Hernández) - As Amended: June 30, 2014

SENATE VOTE : Not relevant

SUBJECT : California Transportation Commission: high-occupancy toll lanes

SUMMARY : Extends indefinitely the California Transportation Commission's (CTC's) authority to approve regional transportation agencies' applications to develop and operate high-occupancy toll (HOT) lanes and expands the authority to include applications submitted by the California Department of Transportation (Caltrans). Specifically, this bill :

- 1) Authorizes Caltrans to apply to CTC to develop and operate HOT lanes using essentially the same process previously used by regional transportation agencies and reconstituted in this bill.
- 2) Extends indefinitely the process whereby CTC reviews and approves applications from regional transportation agencies to develop and operate HOT lanes.
- 3) Deletes the limitation on the number (four) of HOT lane applications CTC may approve, thereby granting open-ended authority to approve applications.
- 4) Directs the applicant (either Caltrans or a regional transportation agency) to reimburse CTC for its costs and expenses in reviewing HOT lane applications.
- 5) Directs CTC to develop guidelines for the development and operation of HOT lanes, subject to the following minimum requirements:
 - a) HOT lane facilities must be developed and operated in cooperation between Caltrans and regional transportation agencies and the Department of the California Highway Patrol;
 - b) The applicant is responsible for establishing,

collecting, and administering tolls;

- c) The applicant is responsible for paying for the maintenance of the facilities from net toll revenues;
 - d) Toll revenue generated will be available to the applicant for direct expenses;
 - e) Excess revenue is to be used in the corridor from which it was generated pursuant to an adopted expenditure plan; and,
 - f) Development of a HOT lane shall not prevent competing facilities from being constructed and the applicant shall not be entitled to compensation for the adverse effects on toll revenues because of competing facilities.
- 6) Adds to the definition of "regional transportation agency" county transportation authorities in the nine-county San Francisco Bay Area and the Santa Clara Valley Transportation Authority.

EXISTING LAW :

- 1) Specifically authorizes HOT lane facilities in Alameda, San Diego, and Santa Clara counties.
- 2) Until January 1, 2012, authorized any regional transportation agency to apply to CTC for authority to develop and operate HOT lanes.
- 3) Limited CTC to approving no more than four applications: two in northern California and two in southern California. CTC found HOT lane facilities in the San Francisco Bay Area, Los Angeles County, and Riverside County eligible under this provision.

FISCAL EFFECT : Unknown

COMMENTS : HOT lanes are increasingly being implemented in metropolitan areas around the state and the nation. HOT lanes allow single-occupant or lower-occupancy vehicles to use a high-occupancy vehicle (HOV) lane for a fee, while maintaining free or reduced travel to qualifying HOVs. The acknowledged benefits of HOT lanes include enhanced mobility and travel

options in congested corridors and better usage of underutilized HOV lanes.

The San Diego Association of Governments (SANDAG) was the first agency to be granted authority to operate a HOT lane, on Interstate 15 (AB 713 (Goldsmith), Chapter 962, Statutes of 1993). Subsequently, AB 2032 (Dutra), Chapter 418, Statutes of 2004, authorized HOT lane facilities in Alameda, San Diego, and Santa Clara counties. With the successful implementation of these programs, which were all originally authorized as demonstration programs then later extended indefinitely, the Legislature delegated responsibility for approving toll facilities under certain conditions to the CTC (AB 1467 (Nunez), Chapter 32, Statutes of 2005) until January 1, 2012. This delegation was limited to no more than four projects.

Although to date only a handful of regional transportation agencies have authority to operate HOT lanes and only on a limited number of corridors, it is clear that California is in the embryonic stage of what promises to be a substantial build-out of HOT lanes in the very near future. In fact, last year as part of the Governor's proposed budget, the Governor directed the California State Transportation Agency (CalSTA) to convene a workgroup consisting of state and local transportation stakeholders to, among other tasks, explore long-term, pay-as-you-go funding options. As a result, CalSTA released in February of this year its vision and interim recommendations in a report entitled California Transportation Infrastructure Priorities: Vision and Interim Recommendations, commonly referred to as CTIP. Two of the recommendations were:

- 1) Work with the Legislature to expand the Caltrans' use of pricing and express lanes to better manage congestion and the operation of the state highway system while generating new revenues for preservation and other corridor improvements.
- 2) Support efforts to maintain and expand the availability of local funds dedicated to transportation improvements.

SB 983 is consistent with this direction. It expands the potential for HOT lanes in California by granting CTC broad, indefinite authority to review and approve HOT lane applications submitted by regional transportation agencies and by Caltrans.

Regional transportation agencies up and down the state, as well

as Caltrans, struggle with meeting the challenges of increasing traffic congestion and decreasing transportation revenue. Although HOT lanes should be primarily a congestion management tool, they may have the added benefit of generating net revenue that can be put back into the corridor from which it was generated for additional improvements or other benefits. Given the success of multiple HOT lane demonstration programs to date, it is appropriate now to provide an administrative process whereby regional transportation agencies and Caltrans can work together with CTC to develop and operate HOT lane facilities.

Related legislation: AB 2250 (Daly) requires any revenue generated in managed lanes to be used in the corridor in which it was generated. That bill is in the Senate Appropriations Committee.

SB 1298 (Hernández) repeals and recasts specific authority for the Los Angeles County Metropolitan Transportation Authority to operate a value-pricing and transit development program, including HOT lanes on State Routes 10 and 110. SB 1298 is in the Assembly Appropriations Committee.

Previous legislation : AB 1467 (Nunez), Chapter 32, Statutes of 2005, originally granted authority to the CTC to review regional transportation agencies' applications for HOT lanes, for up to four projects, until January 1, 2012.

REGISTERED SUPPORT / OPPOSITION :

Support

California Transportation Commission

Opposition

None on file

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

AMENDED IN ASSEMBLY AUGUST 4, 2014

AMENDED IN ASSEMBLY JUNE 25, 2014

AMENDED IN ASSEMBLY JUNE 16, 2014

AMENDED IN SENATE APRIL 21, 2014

SENATE BILL

No. 1077

Introduced by Senator DeSaulnier
(Coauthor: Assembly Member Lowenthal)

February 19, 2014

An act to add and repeal Chapter 7 (commencing with Section 3090) of Division 2 of, and to repeal Chapter 7 (commencing with former Section 3100) of Division 2 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1077, as amended, DeSaulnier. Vehicles: mileage-based fee pilot program.

Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.

This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to ~~the Department of Transportation and the commission~~ on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require

the task force to consult with specified entities and to consider certain factors in carrying out its duties. *The bill would require the commission to approve the design of a pilot program by January 1, 2016.* The bill would require the Transportation Agency, based on the ~~recommendations of the task force, to develop and~~ *design approved by the commission, to implement a pilot program by January 1, 2016,* to identify and evaluate issues related to the potential implementation of a *an* MBF program in California *by January 1, 2017.* The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than ~~June 30, 2017,~~ *January 1, 2018,* as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, ~~2018~~ *2019.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) An efficient transportation system is critical for California's
- 4 economy and quality of life.
- 5 (b) The revenues currently available for highways and local
- 6 roads are inadequate to preserve and maintain existing
- 7 infrastructure and to provide funds for improvements that would
- 8 reduce congestion and improve service.
- 9 (c) The gas tax is an ineffective mechanism for meeting
- 10 California's long-term revenue needs ~~for all of the following~~
- 11 ~~reasons~~ because it will steadily generate less revenue as cars
- 12 become more fuel efficient and alternative sources of fuel are
- 13 identified. By 2030, as much as half of the revenue that could have
- 14 been collected will be lost to fuel efficiency. Additionally, bundling
- 15 fees for roads and highways into the gas tax makes it difficult for
- 16 users to understand the amount they are paying for roads and
- 17 highways.
- 18 (d) Other states have begun to explore the potential for a
- 19 mileage-based fee to replace traditional gas taxes, including the

1 State of Oregon, which established the first permanent road user
2 fee program in the nation.

3 (e) A mileage-based fee program has the potential to distribute
4 the gas tax burden across all vehicles regardless of fuel source and
5 to minimize the impact of the current regressive gas tax structure.

6 (f) Experience to date in other states across the nation
7 demonstrates that mileage-based user fees can be implemented in
8 a way that ensures data security and maximum privacy protection
9 for drivers.

10 (g) It is therefore important that the state begin to explore
11 alternative revenue sources that may be implemented in lieu of the
12 antiquated gas tax structure now in place.

13 (h) Any exploration of alternative revenue sources shall take
14 ~~into account the privacy implications;~~ *implications into account,*
15 ~~especially those of with regard to location data, which need not~~
16 ~~be does not need to be~~ personally identifiable to raise serious
17 privacy concerns because studies have shown ~~it~~ *that this type of*
18 *data* is easy to reidentify.

19 SEC. 2. Chapter 7 (commencing with Section 3090) is added
20 to Division 2 of the Vehicle Code, to read:

21

22 CHAPTER 7. MILEAGE-BASED FEE PILOT PROGRAM

23

24 3090. (a) The Mileage-Based Fee (MBF) Task Force is hereby
25 established within the California Transportation Commission.

26 (b) The purpose of the task force is to guide the development
27 and evaluation of a pilot program to assess the potential for
28 mileage-based revenue collection for California’s roads and
29 highways as an alternative to the gas tax system.

30 (c) The task force shall consist of 15 members, as follows:

31 (1) Two members of the Assembly, appointed by the Speaker
32 of the Assembly.

33 (2) Two members of the Senate, appointed by the Senate
34 Committee on Rules.

35 (3) Two members of the commission, appointed by the
36 chairperson of the commission.

37 (4) Nine members appointed by the Governor. In making these
38 appointments, the Governor shall consider individuals who are
39 representative of the telecommunications industry, highway user
40 groups, the data security and privacy industry, privacy rights

1 advocacy organizations, regional transportation agencies, and
2 national research and policymaking bodies, including, but not
3 limited to, the Transportation Research Board and the American
4 Association of State Highway and Transportation Officials.

5 (d) Members of the task force are entitled to compensation ~~and~~
6 ~~expenses as authorized by the commission~~ of one hundred dollars
7 (\$100) per day, if a majority of the commission approves the
8 compensation by a recorded vote, plus the necessary expenses
9 incurred by a member in the performance of his or her duties.
10 Compensation earned by members of the commission while serving
11 on the task force shall not be subject to the eight hundred dollars
12 (\$800) limitation described in Section 14509 of the Government
13 Code.

14 ~~(e) The Department of Transportation shall provide staff to the~~
15 ~~task force.~~

16 (e) Pursuant to Section 14512 of the Government Code, the task
17 force may request the Department of Transportation to perform
18 such work as the task force deems necessary to carry out its duties
19 and responsibilities.

20 (f) The task force shall study MBF alternatives to the gas tax.
21 The task force shall gather public comment on issues and concerns
22 related to the pilot program and shall make recommendations to
23 ~~the department and~~ the commission on the design of a pilot
24 program to test alternative MBF approaches. The task force may
25 also make recommendations to ~~the department and~~ the commission
26 on the criteria to be used to evaluate the pilot program. *The*
27 *commission shall approve the design of a pilot program by January*
28 *1, 2016.*

29 (g) In studying alternatives to the current gas tax system and
30 developing recommendations on the design of a pilot program to
31 test alternative MBF approaches pursuant to subdivision (f), the
32 task force shall take all of the following into consideration:

33 (1) The availability, adaptability, reliability, and security of
34 methods that might be used in recording and reporting highway
35 use.

36 (2) The necessity of protecting all personally identifiable
37 information used in reporting highway use.

38 (3) The ease and cost of recording and reporting highway use.

1 (4) The ease and cost of administering the collection of taxes
2 and fees as an alternative to the current system of taxing highway
3 use through motor vehicle fuel taxes.

4 (5) Effective methods of maintaining compliance.

5 (6) The ease of reidentifying location data, even when personally
6 identifiable information has been removed from the data.

7 (7) ~~Risks for Increased~~ privacy concerns when *location data* is
8 used *in conjunction* with other technologies, such as automatic
9 license plate readers.

10 (8) Public and private agency access, including law enforcement,
11 to data collected and stored for purposes of the MBF to ensure
12 individual privacy rights are protected pursuant to Section 1 of
13 Article I of the California Constitution.

14 (h) The task force shall consult with highway users and
15 transportation stakeholders, including representatives of vehicle
16 users, vehicle manufacturers, and fuel distributors as part of its
17 duties pursuant to subdivision (g).

18 3091. (a) ~~Based on the recommendations of the MBF Task~~
19 ~~Force, design approved by the commission,~~ the Transportation
20 Agency shall ~~develop and implement, by January 1, 2016,~~
21 *implement* a pilot program to identify and evaluate issues related
22 to the potential implementation of an MBF program in California
23 *by January 1, 2017.*

24 (b) At a minimum, the pilot program shall accomplish all of the
25 following:

26 (1) Analyze alternative means of collecting road usage data,
27 including at least one alternative that does not rely on electronic
28 vehicle location data.

29 (2) Collect a minimum amount of personal information including
30 location tracking information, necessary to implement the MBF
31 program.

32 (3) Ensure that processes for collecting, managing, storing,
33 transmitting, and destroying data are in place to protect the integrity
34 of the data and safeguard the privacy of drivers.

35 (c) The agency shall not disclose, distribute, make available,
36 sell, access, or otherwise provide for another purpose, personal
37 information or data collected through the MBF program to any
38 private entity or individual unless authorized by a court order, as
39 part of a civil case, by a subpoena issued on behalf of a defendant
40 in a criminal case, by a search warrant, or in aggregate form with

1 all personal information removed for the purposes of academic
2 research.

3 3092. (a) The Transportation Agency shall prepare and submit
4 a report of its findings based on the results of the pilot program to
5 the MBF Task Force, the California Transportation Commission,
6 and the appropriate policy and fiscal committees of the Legislature
7 by no later than ~~June 30, 2017~~ *January 1, 2018*. The report ~~shall,~~
8 *shall* include, but not be limited to, a discussion of all of the
9 following issues:

10 (1) Cost.

11 (2) Privacy, including recommendations regarding public and
12 private access, including law enforcement, to data collected and
13 stored for purposes of the MBF to ensure individual privacy rights
14 are protected pursuant to Section 1 of Article I of the California
15 Constitution.

16 (3) Jurisdictional issues.

17 (4) Feasibility.

18 (5) Complexity.

19 (6) Acceptance.

20 (7) Use of revenues.

21 (8) Security and compliance, including a discussion of processes
22 and security measures necessary to minimize fraud and tax evasion
23 rates.

24 (9) Data collection technology, including a discussion of the
25 advantages and disadvantages of various types of data collection
26 equipment and the privacy implications and considerations of the
27 equipment.

28 (10) Potential for additional driver services.

29 (11) Implementation issues.

30 (b) The California Transportation Commission shall include its
31 recommendations regarding the pilot program in its annual report
32 to the Legislature as specified in Sections 14535 and 14536 of the
33 Government Code.

34 3093. This chapter shall remain in effect only until January 1,
35 ~~2018, 2019~~, and as of that date is repealed, unless a later enacted
36 statute, that is enacted before January 1, ~~2018, 2019~~, deletes or
37 extends that date.

- 1 SEC. 3. Chapter 7 (commencing with former Section 3100) of
- 2 Division 2 of the Vehicle Code is repealed.

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BILL ANALYSIS

SB 1077
Page 1

SENATE THIRD READING
SB 1077 (DeSaulnier)
As Amended August 4, 2014
Majority vote

SENATE VOTE :23-11 _

TRANSPORTATION	10-4	APPROPRIATIONS	12-5
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Ayes:	Lowenthal, Achadjian, Ammiano, Bloom, Bonta, Buchanan, Daly, Gatto, Holden, Nazarian	Ayes:	Gatto, Bocanegra, Bradford, Ian Calderon, Campos, Eggman, Gomez, Holden, Pan, Quirk, Ridley-Thomas, Weber
Nays:	Linder, Patterson, Quirk-Silva, Waldron	Nays:	Bigelow, Donnelly, Jones, Linder, Wagner

SUMMARY : Creates a Mileage-Based Fee (MBF) Task Force (task force) to guide development and implementation of a pilot program to study the potential for an MBF as an alternative to the gas tax. Specifically, this bill :

- 1)Makes legislative findings and declarations regarding the inadequacy of the gas tax to meet California's long-term revenue needs for transportation and the need to explore an MBF program as an alternative to the antiquated gas tax system now in place.
- 2)Creates a 15-member task force within the California Transportation Commission (CTC).
- 3)Directs the task force to study MBF alternatives to the gas tax and to guide development and evaluation of a pilot program to test MBF approaches.
- 4)Directs the California State Transportation Agency (CalSTA) to implement, by January 1, 2017, a pilot program, based on guidance from the task force, to identify and evaluate issues related to potential implementation of an MBF program.

5) Requires CalSTA to submit a report on the pilot program to the task force, CTC, and the Legislature, by January 1, 2018.

6) Sunsets and is repealed on January 1, 2018.

FISCAL EFFECT : According to the Assembly Appropriations Committee:

1) One-time costs to support the task force would be about \$350,000 for two positions. Additional costs to compensate task force members and to hold some task force meetings throughout the state would depend on the number of meetings, but could total in the low hundreds of thousands of dollars.

2) One-time costs for the pilot project would depend in part on the number of vehicles and locations involved. The California Department of Transportation (Caltrans) estimates a cost of anywhere from \$1 million to \$20 million. Given the significant impact that changing to a MBF system would have on the state, it is assumed the study should be as representative as possible, which implies a cost at the higher end of Caltrans' range.

COMMENTS : Since 1923, California, and the rest of the nation, has relied heavily on gas taxes to support its local streets and roads and state highway system. Gas taxes have the benefit of being fairly inexpensive to administer. Furthermore, until recently, they have been a reasonably equitable means of distributing the tax burden amongst drivers in rough proportion to their use of the roadway system. The gas tax is no longer a viable, sustainable revenue source, however. According to the Institute on Taxation and Economic Policy, two important developments have combined to greatly reduce the functionality of the gas tax:

1) The purchasing power of gas tax revenues has declined significantly due to inflation. If current tax rates, set in 1994, remain unchanged through 2035, real gas tax revenue will have declined by over 40%; and,

2) Improvements in vehicle fuel efficiency have cut directly into gas tax revenues by allowing drivers to travel farther distances while buying less gasoline. From an environmental

and energy policy standpoint, this is undeniably desirable. Decreased fuel consumption reduces greenhouse gasses and our dependence on foreign oil. But with vehicle fuel efficiency set to nearly double in the next 20 years, gas tax revenues will be cut nearly in half.

In the face of rapidly declining gas tax revenues, many have implored state legislatures and Congress to raise state and federal gas tax rates. However, raising the gas tax rate is not a long-term viable funding solution nor does it support the state's policies goals. An alternative to the gas tax must be found. The alternative most often cited across the nation is MBFs.

This bill provides for a rigorous, independent review of a potential MBF system. Although the task force and pilot program will likely consume substantial resources, the significance of this effort should not be underestimated. Billions of dollars of lost gas tax revenue are at stake. For more than a decade CTC has raised concerns with respect to the decline and instability of gas tax revenues. It has urged that the Legislature and the Administration to consider implementation of an MBF system to address California's transportation needs. This bill will finally begin to answer that call.

Please see the policy committee analysis for a full discussion of this bill.

-

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

FN: 0004726



DATE: August 19, 2014
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Andrew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up 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.	TDA Article 3	\$167,000	
State			
6.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	~\$100-150 million federally	Announcement Anticipated Spring 2015
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$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
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/mspr/og/aqip/cvrp.htm

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						
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/
Transportation Fund for Clean Air (TFCA)	Andrew Hart (707) 399-3214 ahart@sta-snci.com	Due by May 23, 2014	Approx. \$59,000	To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.	N/A	Eligible Projects: TFCA funded projects have many benefits, including the following: <ul style="list-style-type: none"> • Reducing air pollution, including air toxics such as benzene and diesel particulates • Conserving energy and helping to reduce greenhouse gas emissions • Improving water quality by decreasing contaminated runoff from roadways • Improving transportation options • Reducing traffic congestion
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$167,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

*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
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.

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